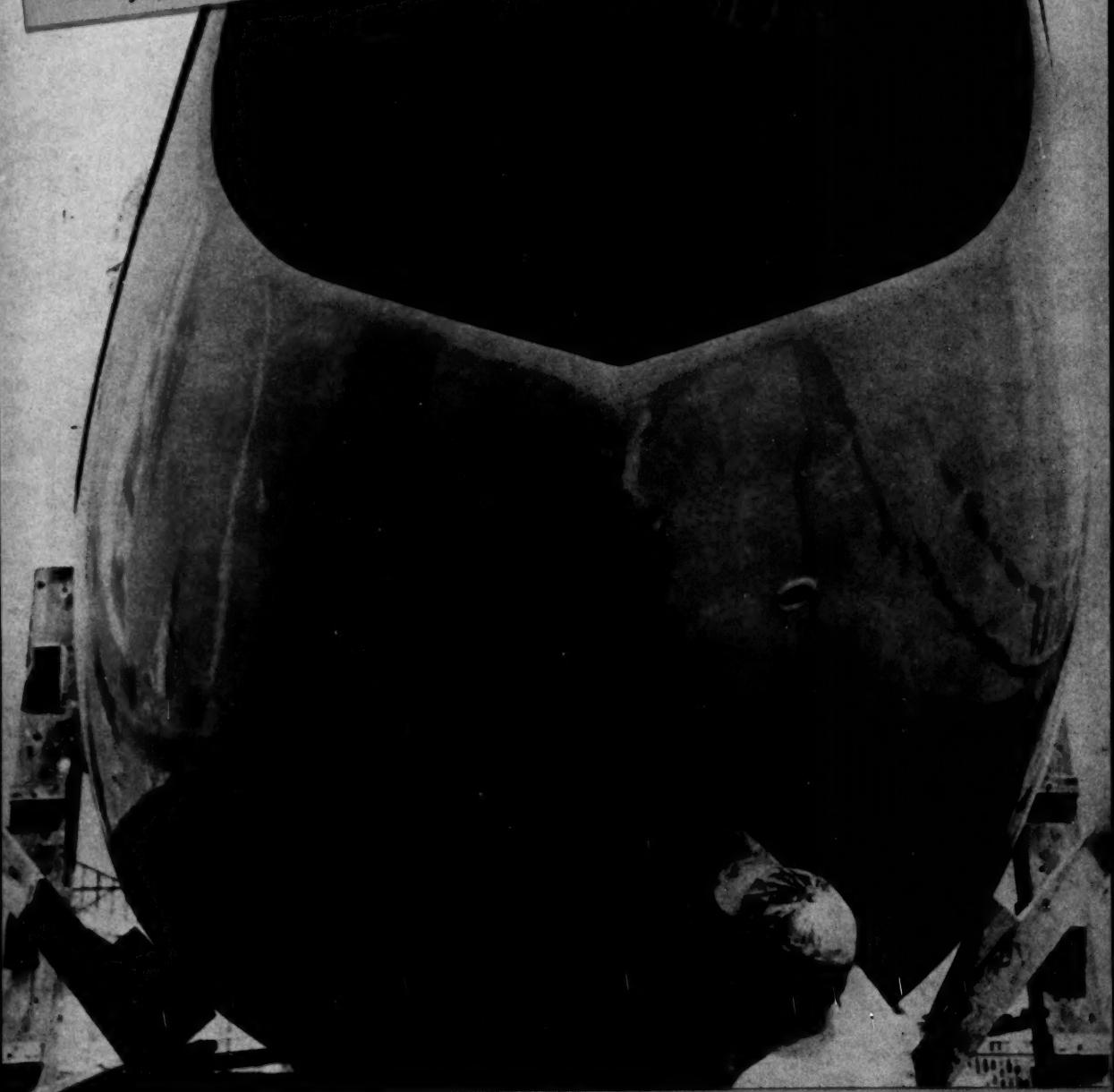


PACIFIC MOTOR BOAT

Magazine of Boating and Yachting

APRIL 1952
35 Cents



THE COVER: It is going to be a great season for sailing. I. P. Fulmor's 39-foot yawl, "Staghound" gets a complete going-over in Newport Beach, Calif.

**Clean Up! Paint Up!
Be Ready For "Clear Sailing"!**

—page 20

"The GENERAL Yacht Policy"

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H. K. DENT, PRESIDENT

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I WAITED FOR MY STEPHENS

says Henry W. Bowman

Commodore, Stockton Yacht Club

Production Manager, Chase Chevrolet Co.
Stockton, California

"Couldn't afford a Stephens, at the beginning. But it was always my ambition—and now I've got the 30-footer I wanted. And it's everything I hoped it would be!"

"Construction is what makes Stephens boats better," says Commodore Bowman. "For instance, the frame goes all the way under the floor timbers, making a solid unit, sheer to sheer. And Stephens uses laminated oak for stems. Eliminates cracking and checking. Stephens are heavier, too."

"The Stephens just can't be compared to any other boat of its size, it's so far superior in construction." And this from a man who went to sea for ten years!

"I'd wait again to get a Stephens, if necessary."

**says
Henry W. Bowman**

"Isn't she a beauty? Fast, too. We've placed nicely in tough over-the-bottom-races."

Ed Evans
P. O. Box 931
Balboa Island,
California

Bauman Bros. &
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San Francisco &
Sausalito Yacht
Harbors

Edna Bowman is especially fond of the trim Stephens galley. "Easier than at home," she says. The Bowmans' "Namwob II" sleeps four in two staterooms.

"Here's a Commodore Fish Fry on Lost Isles in the San Joaquin River. We spend every weekend going someplace or just fishing off our Stephens."

Stockton, California

1902 • 50th ANNIVERSARY • 1952

"In the background of this snapshot, you'll see four Stephens in a row. It was taken at Steamboat Slough, where we sometimes vacation. Good swimming, too."

All photos by
Henry W. Bowman

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Series Special	81	3000	220	
90*	95	3000	230	929.00
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6-239*	140	3200	339	1,642.00
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A MILLER FREEMAN PUBLICATION

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No. 4



President
MILLER FREEMAN

Manager
LAWRENCE K. SMITH

Circulation Manager
MILLER FREEMAN, JR.

Editor-in-Chief
ROBERT E. WALTERS

Editor
PAUL HARDER

No. Calif. Manager
STUART F. LEETE

So. Calif. Manager
A. W. PONSFORD

Canadian Editor
CHAS. L. SHAW

Contributing Editor
ALEX D. STEWART

Contributing Editor
DANIEL L. PRATT

Publication Office
815 S. Witmer, Los Angeles 17
DUnkirk 9-1112

Editorial, Advertising and Executive Offices
71 Columbia St., Seattle 4
MAIn 1626

SAN FRANCISCO 5
WILMINGTON
VANCOUVER 2, B.C.
PORTLAND 4

121 Second Street, GARfield 1-5887
315 No. Avalon Blvd., TERMINAL 4-4538
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Judging Your Ability To Pay Upkeep

A prominent Pacific Coast marine dealer suggests a basic yardstick for use in looking around for a used pleasure boat.

He says that it is a mistake for prospective buyers, with a definite ceiling on the amount of money they can spend on a boat, to consider a larger craft that is a bargain because of its size—and other factors like being government surplus or of ancient vintage.

His point is that this prospective buyer should first measure as accurately as possible whether his means will allow him to have the boat hauled out, refinished when needed, repaired when necessary and can afford items of upkeep on a larger scale.

"If a buyer can get an ancient, but sound-of-timber, boat, 60 feet long, because it hasn't sold fast and get it for \$10,000, it seems like a real bargain. But when he has to start paying a boatyard for working on this craft, either immediately, or later, he is then in the class of owning a \$40,000 boat, or higher. He is no longer in the \$10,000 bracket once he takes possession. It takes just as much paint, just as much time, just as much everything as if he had paid \$40,000 or \$50,000 to start with."

It seems like sound advice. Before you buy a bargain that is a bargain because of its size and age, think twice about the years to come when you are owner of a great, big boat.

In fact, it is sound thinking for buying any kind of boat, new or used. There is no use screaming at the yards because upkeep costs more than you can pay, if you have bought a pleasure boat that is bigger than you can afford to maintain.

It is like buying a 40-year-old house that has all the qualities of a mansion. You are going to ask yourself, "How much will it cost to heat? How much will it take to keep up the huge grounds? What will be the cost of painting and roof repairs when that reality must be met?"

A boat should be measured in the same analytical terms.

† †

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MODEL MTK—Two-cylinder, water-cooled, 3 KW A.C., or A.C. with 32-volt D.C. For heavy-duty service on pleasure or work craft.



MODEL MKH—True marine design. One-cylinder water-cooled. Built-in safety features: 400 to 1,000 watts.



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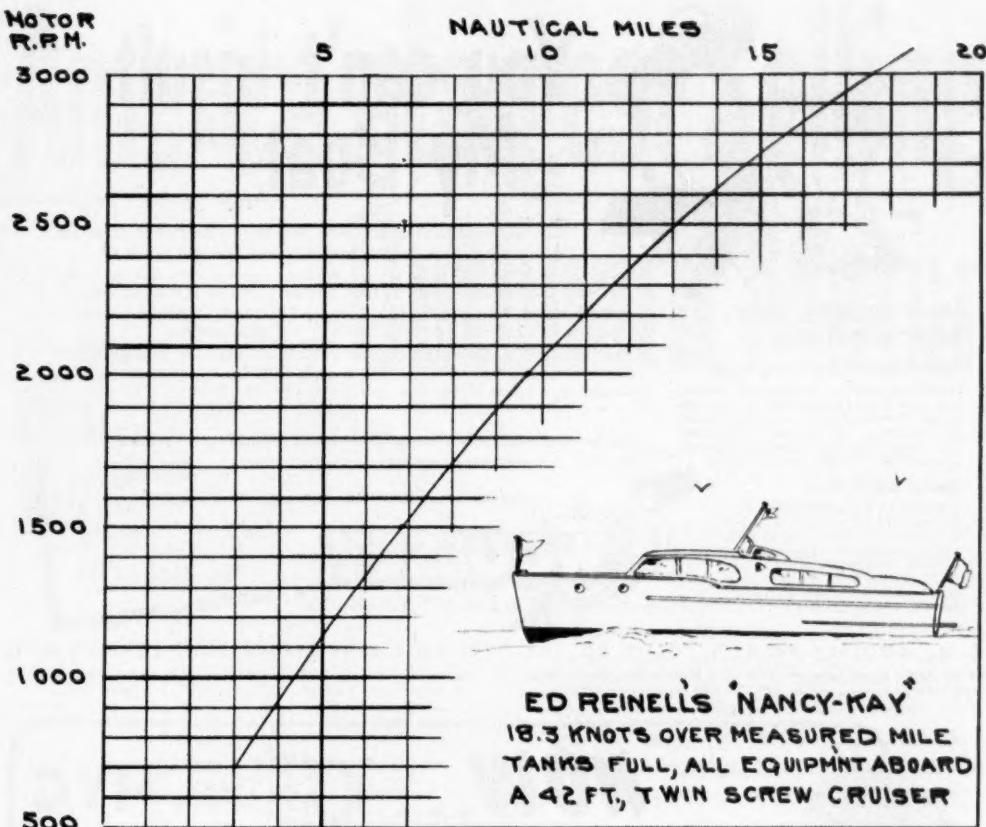
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EDWIN MONK, Naval Architect

MARINA MART, 1500 WESTLAKE NORTH

SEATTLE 9, WASHINGTON

GA 7907

April 1952

PACIFIC MOTOR BOAT

9



You can't insult My Boat!"

"My boat swallowed more insults than any in the harbor. Even my wife laughed at the checked, peeling varnish that kept flaking off.

Then one day I dropped by to see my Woolsey dealer and he told me about 'Cawspur.' It burns me up now to think I could have avoided those insults all along! You see, 'Cawspur' not only gave my brightwork the sleekest, toughest finish you ever saw, but 'Cawspur' absolutely will not turn white!

They're still waiting down at the dock for a chance to laugh at my boat again. And they'll be waiting till doomsday! For as long as her spars and brightwork are dressed up in a coat of 'Cawspur,' you just can't insult my boat!"

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Absolutely repellent to barnacles, borers, and other marine organisms! To you, this means fewer haul outs . . . without laborious scraping and frequent refinishing. Your boat is sleeker, faster and more responsive with 'Vinelast' on the bottom.

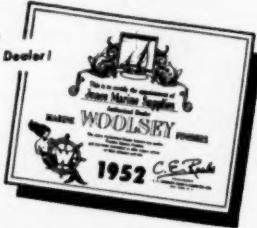
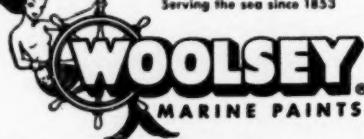
Cowlux Marine Finish

This rugged marine finish in fume-proof White and non-fading Colors is designed to take a beating on deck, topsides and cabin surfaces. Smooth, hard and brilliant, 'Cowlux' holds its lustre longer and is easily cleaned because dirt won't become embedded.

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FOR 1952

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The Express is handled from a one-level cockpit, with optional canopy covering half its 10-ft. length. Just inside the cabin is a dinette-double-birth to port and upper and lower berths to starboard; forward of that is the galley and toilet, and in the forepeak a double stateroom. Twin 118-hp. Flagship engines giving speed up to 27 mph.



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Both boats have all mahogany varnished hulls with bottom double-planked 13/16 inch and sides 5/8 inch backed with binnacles. Frames are 1/2 inch and 4 1/2 inches and very closely spaced. A deep skag protects propeller and rudders and gives longitudinal stability. Upper works, cockpit decking, transoms, etc., all mahogany varnished. All lumber pieces are dipped in mercuric fungicide which insures long life.

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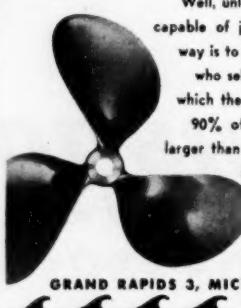
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State make and model of engine.

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Feel her gather her muscles when
you open the throttles . . .
watch your wake pile high
and roll out.

*White Water, Skipper, that's
the thrill of power boating!*

*And you're out in the blue
water in less time, that's
Chrysler Marine Power!*

*Lay her over to lu'ard . . . feel
her take the bone in her teeth.
Catch that instant response . . .
anticipating your move?*

*Now listen to her song.
It's deep, throaty . . . and
powerful, every time you hear it.*

*No conversion job here.
This engine is *Marine Engineered*.
Designed to boatmen's tastes,
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the business. Quiet, smooth, powerful . . . ready for
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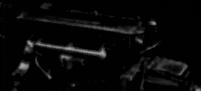
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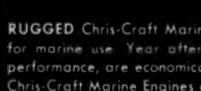
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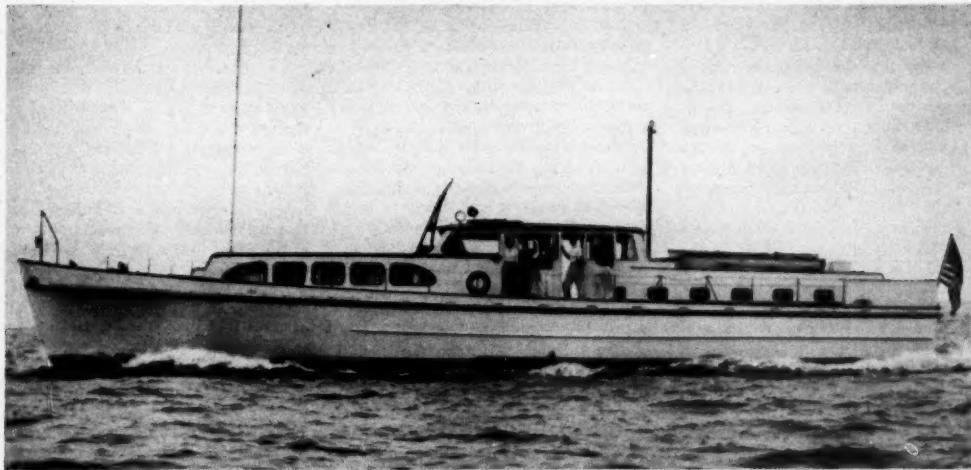
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"La Serena", Dean and Marie Banks' converted 83-foot Coast Guard patrol boat as she departed from Balboa for the rivers and sloughs in back of San Francisco Bay.

"La Serena" Goes Rural

A Southern California 83-footer cruises the
Sacramento and San Joaquin Delta lowlands...

THE classic cruising grounds are a long way from Southern California. Even the sub-tropical Gulf of California is a good haul for most of us located in the southland. We can dream about the Virgin Islands, the Straits of Juan de Fuca and the South Pacific, but when most of us break out the charts and bank books, we've got to trim our sails somewhat — shoot for something a little more realistic.

Marie and I found cruising country by car in the winter of 1950. It was the endless expanse of sloughs, rivers and channels lacing the San Joaquin and Sacramento River delta east of San Francisco Bay.

Returning to our boat in Balboa, we broke out the charts for a gull's eye view of the area. That did it! Over 1500 miles of navigable water relieving the swamp and farm land of this great agricultural area. From Stockton in the south to Sacramento in the north was a maze of channels, many

by Dean Banks

of which were obviously deep enough for cruising even in our 83-foot *La Serena*. Here was "cruising country" in the strictest sense of the word!

We started planning the trip in the summer of 1951. *La Serena*, a former Coast Guard patrol boat converted to a pleasure cruiser by Fellows and Stewart in 1947, was ideal for the trip. Drawing only 4½ feet, yet having accommodations for eight in the four double staterooms, she enabled us to travel many of the channels too shallow for many cruising boats, while at the same time we could travel with a full compliment of friends and comfort.

It was early fall when we left Balboa—the log dates our departure at September 24. We had on board as enthusiastic a crew as ever cruised the Pacific. There was Willis and Roberta Hunt, Verna Caward (whose

husband, Bud, joined us at Santa Barbara), Harry Price, my wife Marie and our two Siamese cats, Dis and Dat. We weren't worried about E.T.A.'s or ports-of-call. Whatever we might dream about in more expansive moods, we were all fired to the hilt about puddle-jumping in the Sacramento Valley.

The weather was superb all along the coast. There was no wind and chop, very little sea running; no fog or rain. As it so often is at that time of year, the sea was a mill pond.

Our pace was leisurely. The hard-driving yachtsman, looking at our log, would chuckle at the daily progress made. The first day we logged 32 nautical miles going from Balboa to the Isthmus at Catalina Island. The second day we ran to Santa Cruz, 73 miles up the coast and knocked off a paltry 21 miles the third going to Santa Barbara. But for us those were enjoyable miles, every one of them. If we saw something interesting, we

stopped and examined it. If we wanted to fish, we cut the two Chrysler Royals back and trolled.

We ran into no storms, witnessed no disasters, caught no record-breaking fish, broke no speed records. Indeed, the whole trip to San Francisco was as free of excitement as a Ladies Aid meeting. Five days and 418 miles after leaving Balboa, we were secured at the St. Francis Yacht Club.

The Commodore and manager of that Club (how frightful it is to forget the names of such grand people!) did everything for us but scrub our bilges. Little important things were taken care of before we could even think of them—the newspaper was delivered each morning, transportation provided, a telephone extension installed in the boat. For five days we visited and toured, then with two new additions to the crew, Edith and Ed Frazer, we headed for the rivers.

"Found that good binoculars are great help in spotting channel buoys," noted Ed, who had inherited the log book when he came aboard with ten fingers and a sharp pencil. "But," continues the log, "that didn't keep us out of a restricted Government channel near Seal Island or throttle the jeers of our wives when we were subsequently boarded by the Coast Guard and instructed on how to read a chart."

Those things, the women were assured, happen to the best of yachtsmen, and though our wives professed they could see few points in common between ourselves and "the best of yachtsmen," they likewise refused to assume control of the boat themselves in times of stress.

"Just like a woman!" comments the log in Frazer's inimitable style.

The scale of the charts in this area

is very large, or very small, depending on how you look at it. At any rate, in several hours leisurely traveling, you'll completely traverse a sheet that would cover a picnic table. Though annoying at first, this turned out to be an almost unmixed blessing, for every twist, side channel and marker along the main arteries lying east of the town of Antioch and between Sacramento and Stockton was indicated.

Grindstone Joe's is, according to sentiment prevailing in the river area, the "Port of Spain" of Bay area adventures. It is a small, tree-surrounded piece of land 22 miles up the San Joaquin River from Antioch.

Grindstone's wasn't much to look at. But then that isn't too important because there isn't much else to look at around there either. It's all flat farming country, much of it reclaimed from swamps and all of it quite low. The water, being mostly sweet, sustains a good crop of heavy swamp grass and bushes along the dikes and levees separating us from the produce. Grindstone Joe's is this, plus a beautiful cluster of tall poplar trees, slips along the water's edge, barbecue pits and an admirably hospitable group of yachtsmen who have purchased and built the area up. Nearby is the town of Terminus, only slightly larger than its name.

Fish (we never found out their species) flicked the surface off Grindstone's like traveling salmon. We tempted them with bass plugs, peanut butter and cat food but never succeeded in landing so much as a bullhead. Under the direction of natives of those waters, we succeeded, the following day, in catching a number of catfish near the bank, thus partially regaining the esteem of our wives.

all of whom had been observing our fresh water angling with unveiled mockery.

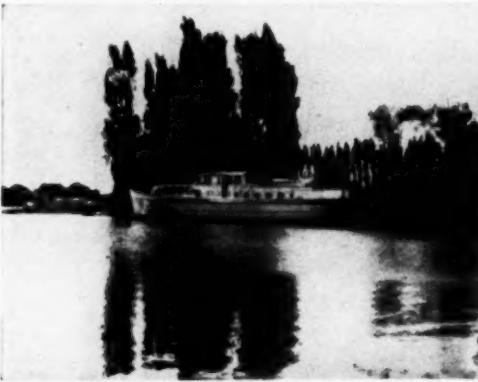
The 17 miles up the San Joaquin River from Grindstone Joe's to Stockton was an easy run. The channel of the river is deep, being traveled by ocean-going craft that load and discharge cargo at this inland port city. It was during our visit to the big Stephens Bros. boat yard in Stockton that we were asked to attend a party at the Delta Yacht Club, a short distance from Stockton and directly on the route to Sacramento in the north.

"Oh, boy! What a party!"

So reads Ed Frazer's summary of the Delta Yacht Club affair. The meal was as noisy as it was palatable. Held at the Delta Yacht Club's location on an estuary 11 miles northwest of Stockton, the blow-out was ostensibly planned as a reunion for the crew of the *Happy-Go-Lucky* (a sister ship of *La Serena*) who had completed a cruise to Southern California and back during the summer.

From the Delta Yacht Club until we reached Sacramento two days later we were "touring the country." The channels were narrow and circuitous and we could often reach out and touch the swamp grass as we moved slowly along. Occasionally poplar trees bordered the levees and banks nearby, and often times we chatted with farmers tilling their fields close at hand.

At night we tried to dispense with anchoring worries by tying to tree limbs overhanging the water. This generally proved to be a labor-saving expedient of doubtful success, for with the approach of darkness our wives would commence a twitching and scratching adaptation of the Can-Can calculated to justify their conten-



Rows of tall poplar trees border Grindstone Joe's. The anchorage, near Stockton, is highly popular among all area yachtsmen. "La Serena" is shown moored to the long guest float.



Heavy foliage lends a jungle-like atmosphere to our trip through rural farming country. "La Serena" is shown here anchored in the Sacramento, north of the capital city.

tion that bugs by the swarm would march on the *La Serena*, using the tree limbs as access routes. Their imagination reached such proportions that we were usually forced, in the middle of the night, to cast about for more suitable moorings.

It was while cruising through this rural setting that the skipper came close to relinquishing his last hold on sanity. We had been buzzing up one of the numerous sloughs relieving the countryside south of Sacramento. It was abnormally hot and the sun bore down on the boat and its occupants. Flies droned in and out of the pilothouse. The crew sprawled in little patches of shade. It was ideal weather for dozing and the skipper, his craft moving at a snail's pace along the straight channel, allowed his eyelids to droop slightly and his mind to wander through diverting pastures. The heat and steady roar

Quimby Island and Walnut Grove and Haycock Shoal. We arrived at the waterfront of California's capitol city on October 10.

We tuned up the engines, visited with yachtsmen, wandered about the town. The girls visited beauty shops and clothing stores while we turned on our Radiomarine radiotelephone and talked with friends in Southern California. Two days later we headed north past the city, continuing on the Sacramento River past the mouth of the American River.

Had we had adequate charts of the river areas north of Sacramento, or at least had been able to keep our wives in check when we occasionally ran aground, it is possible that we'd still be traveling around the Valley. As it was, we had no way of knowing where the channels were — though our wives caustically pointed out that we could always find out where they

It was our last night in the "wilderness" when we secured to the trees bordering Miner Slough. Tired and bitter over our inability to travel the upper reaches of the Sacramento, we turned in early. While the rest fell off to sleep, one of the girls, her ear tuned to the smallest bug's footstep, heard a noise. The skipper, armed with a can of Flit and a shotgun, crawled aft to investigate and found that it was only a slack mooring line rubbing in the chock. In winching the lines tighter, he tore the after tree down, setting the boat adrift astern. The girls mumbled about the noise and the rest of the crew turned out to get the boat re-moored.

For half an hour the boat resembled a Chinese fire drill. The light plant was started to recharge the batteries, one engine was started to keep the boat off the bank, then the second started to keep it astern. A scouting party couldn't find more trees astern, so a heavy anchor and chain were dragged the length of the boat and dropped astern. The boat was then winched ahead as the rattling chain was passed over the transom. Secure at last in mid-stream, engines were shut off and all hands returned to bed. Five minutes later one of the girls, hearing the chain rattle in the chock, muttered, "You fellows didn't do a very good job, did you?"

We had a quick and easy trip from Miners Slough to Antioch, then back across the bay to San Francisco. Here, Neal and Jackie Beckner joined the crew, replacing the Frazers, who had to depart for home at Sacramento.

The trip back down the coast to Newport was as uneventful as had been the trip up the coast. We arrived at Santa Cruz Island just one month from our start north and the following day we were again secured in our slip in Balboa Bay.

Our trip to that inland cruising country was thoroughly enjoyed — even by the girls, who have since assured us that they weren't really concerned about bugs and spiders and noises, but had raised a fuss just to see what we would do. Of the over 1100 miles traveled, nearly 300 miles were covered in the waterways, and as the chart indicates, we didn't scratch the surface. For one thing, the long stretches south of Stockton and north of Sacramento weren't attempted. These we'll someday explore in a smaller boat — one shallow enough to permit extensive cruising in the scores of tributaries, creeks and irrigation ditches passed up by the *La Serena*.



Dean and Marie Banks and their Siamese cats, Dis and Dot, just before the trip to the San Joaquin-Sacramento Delta areas.

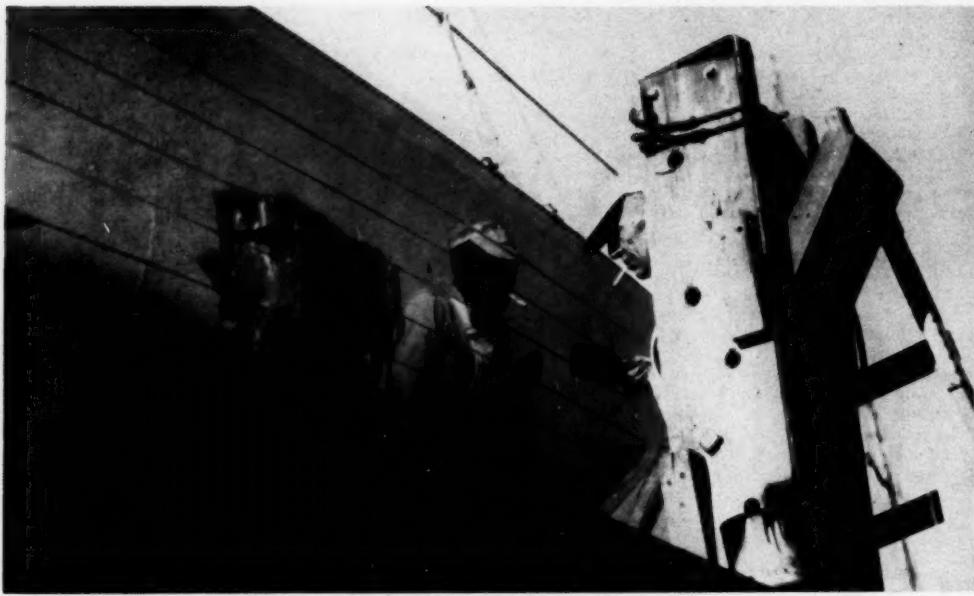
of the engines raised visions of heavy traffic roaring down the narrow waterway directly towards him. He rubbed his eyes to rid himself of the horrid apparition, but the vision persisted, taking on the appearance of large diesel produce trucks.

Suddenly he was wide awake. He grasped the throttle levers and looked wildly ahead at the life-like ghost. A hand waved from the window of the onrushing vehicle and at the same time the truck itself swung quickly away from the boat, its tires humming along the highway atop the grass-bordered levee. The skipper sat back, limp and tired. Here was a danger not listed on the chart...

Sacramento was achieved the slow and picturesque way, stopping at

weren't — and we couldn't ascertain where any particular channel would take us. The country to the north, we understood, was very attractive cruising ground, though possibly a little restricted for a boat the size of *La Serena*. A council of war was held at which the females took an uncompromising stand against the highly imaginary hordes of bugs, spiders and snakes they heard each night and the mud banks on each of which they were certain that the whole cruise would come to an ignominious end.

So we headed back from a point some nine miles north of Sacramento, departing from that heavily traveled river to visit Steamboat Slough and Miner Slough.



Smooth as a plate glass mirror. This painter is not coming out of a trap door in the hull, nor are there two painters. But the hull does have a high, reflective polish. Boat is Walter Franz' "Anadale".

Be Ready for the Cruising, Sailing and Racing That's A'Coming

THE virtues of doing your own hull refinishing work have been extolled for years. With photographs and drawings and lists of products to be used on the job, published articles have assured the boat owner that he can quickly cut spring refinishing work by doing the job himself.

While all that has been written for the benefit of the do-it-yourself boat owner has probably been true, there are several aspects to the economy angle that are seldom stressed.

First, the work done in the spring on most well-maintained boats does not include tearing out caulking, removing varnish and replacing the deck canvas. It is only an over-all brightening-up process for the coming season.

Second, the job of replacing caulking, stripping the hull and bright work to the raw wood and replacing hull fittings and plugs is very seldom required on boats that have received

proper care. Eventually, of course, a wooden hulled boat that sees much service will begin to "work," continual leaking will start and hull fittings will loosen. But by the time this happens, you will have achieved your economies through careful week-to-week and month-to-month care during the many years your original finish and caulking has lasted. Then, and only then, will you be faced with some of the more trying problems of boat maintenance.

The economy angle now presents itself on the relative merits of whether it will be cheaper for you to strip and refinish your hull yourself or turn it over to a reputable boatyard. Economy-wise the success of your decision will be determined not by how many dollars it will cost you to do the job relative to how much a boatyard will charge, but how successfully you cure the hull ailments that gave rise to the job and how long the basic finish will stand up once the work's

completed. If the job, done by an experienced yard, will cost \$200 and through a reasonable amount of care on your part it can be made to stand up for a minimum of 10 years, you won't save much by doing a \$40 job every two or three years yourself.

The business of stripping a hull—as distinguished from annual glazing, sanding, painting and varnishing—is a job for experienced and efficient hands. A sound knowledge of hull construction as well as an appreciation for different hull weaknesses is essential to satisfactorily pursuing and allaying the causes of everything from blistering boot top to dry rot in the chain locker.

The condition, the dampness and the construction of each individual hull will often determine in what manner the paint is to be removed. Occasionally the paint will be burned off, at other times it will be taken off with a disc sander. Sometimes a combination of the two is used. Even the

kind of paint already on the surface will, in many instances, determine how it should be removed.

Sound caulking is seldom removed, but it is often difficult to know what caulking is sound and what isn't. Worn hull fittings must be found, removed and replaced at the same time that the caulking is being stripped from the seams.

While this is being done, your boat is standing stark naked in the yard. Too much heat and sun will cause your hull to start shrinking so speed is now important. You've got to know not only what needs to be done at this critical time, but how to do it quickly and correctly. An extra day now without at least the first protective coating of paint can mean days of repairing popped seams later on.

Depending on the coarseness of the wood surface, a combination of good sealers and undercoaters is now applied. It should not be applied so thick that it is caked on, yet it must be thick enough to permit a good glazing and sanding surface. In some instances sealer alone is painted on the bare hull and occasionally the sealer is mixed with the sanding undercoater. New caulking cotton is now driven home and each individual seam, cotton and all, is then carefully painted. It is amazing to watch ex-

perienced men do this kind of work and to see the speed with which this very tedious and important job is done.

After several applications of glazing and good marine flat paint and after a considerable amount of sanding with progressively finer and finer sandpaper between each coat of paint, the topsides are a chalky white and as smooth as satin; not a seam or joint is showing. Replaced fittings, plugged and glazed after the first coat of undercoater, are impossible to find.

The underwater surface is still bare and clean, however. The seams have been caulked, filled with mastic seam compound and glazed as have those on the topsides, but application of the antifouling paint must await the day the boat is launched.

Striking in the waterlines is done with surprising speed with nothing more than a good eye, a batten and a small hand saw. After a final careful sanding and perhaps a little more glazing, the hull is ready for gloss enamel.

The finest of marine enamels is none too good for this job. Each can of paint is carefully checked for brushing consistency, a little of the recommended thinner is stirred in, the wind is checked, the sun eyed and the air whiffed. Then, with long quick

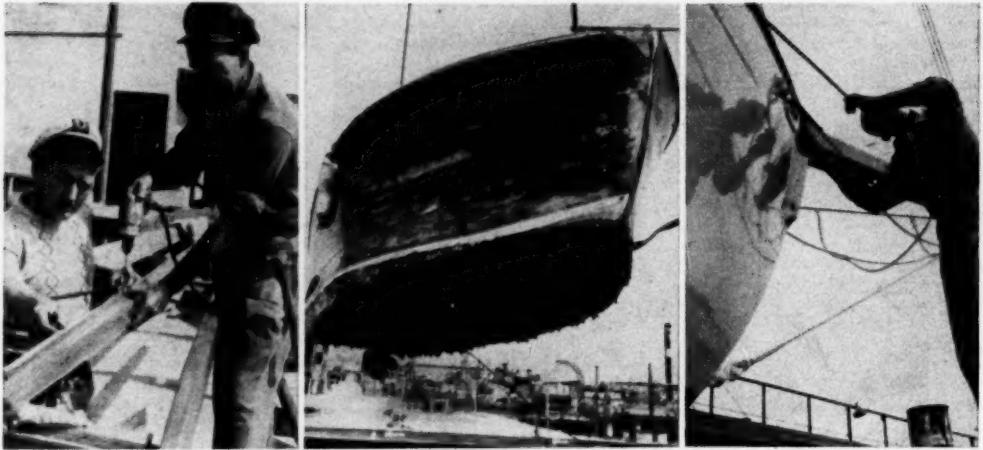
strokes and working in a two or three-man team, the painters work smoothly along the sides of the hull. Never pausing to talk or examine their work, they quickly work around the hull and in a matter of minutes are washing out their brushes, the first coat of gloss enamel drying in the sun. The final coat of enamel is an unmarred mirror, showing in its reflection not only everything that stands before it, but everything that has gone before it — experience, patience and hard work.

The boot top is cut to the topsides and the anti-fouling compound, applied directly to the raw wood, is cut to the bottom of the boot top. But before the last coat of anti-fouling paint is added, a quick check is made of all shafts, rudder bearings, wheels and other thru-hull fittings. Zincs, if badly deteriorated, are replaced. Wheels, if badly nicked, are checked for pitch and balance. Then, drain plugs replaced and hull carefully examined once more, the last coat of copper paint is spread on and inside of four hours your boat, sound as a dollar, is moored in a nearby slip.

Through careful use of scrapers, putty knives, varnish remover, steel wool, wire brushes and sandpaper, the bright work is cleaned of varnish. The inaccessible corners and joints of



There's nothing glamorous in work like this. The success of all this work will depend partly on how carefully it is done originally, partly on how well the owner cares for his boat once it's refinished.



Annual sanding and painting and minor rigging work are within any owners' abilities. Letting the boat go for a year without attention will cost many times more than the money saved through no haulouts and can easily lead to hull deterioration and dry rot.

windows and hatches are carefully cleaned. A variety of bleaching agents is used to remove stains and neutralizing solutions are added to the surface to retard and neutralize these acids. All wood is hand-sanded, filler applied and then, sanding each hardened coat, three, four or five coats of top quality spar varnish are brushed on with a soft, limber brush. After a coat of paint to standing rigging and life line lashings and a thin coat on the canvas deck, the job is done.

Back in commission again, your hull is in tip-top shape. She is probably in as sound condition as she was the day she was launched and with proper care by the owner she will need nothing more than annual sanding, painting and varnish and the im-

mediate touching up of nicks and scratches for another 10, 15 or 20 years.

Now the economy-minded and do-it-yourself boat owner comes into his own. Starting with a sound craft, it is his business to keep it that way. His week-to-week care of his boat will determine how much or little work must go into her to ready her for the coming season.

From now on, eternal vigilance is the price of success. An unavoidable though minor accident can cause at least part of all the careful work outlined above to be done over if the damage isn't properly repaired immediately and if the painted and varnished surfaces aren't religiously checked and touched up.

A common approach to this portion

of hull maintenance is to give it an occasional washing and to note that if it shines, its sound. When the owner notices a blister just above the boat top and half way down the hull, he blows his top. With the boat only recently refinished by a nearby boatyard, he is convinced that either a good job of hull preparation wasn't done or that the paint went bad. With blood in his eye, he casts off his mooring lines and heads for the yard.

If the yard men are patient and understanding, they point out to the irate owner that he has a deep gouge near the bow and just above the waterline and that the water seeped into the wood through that fracture in the paint, worked through the cells of the wood and then turned to highly compressed vapor where the sun hit



Second only to experience needed to turn out a neat and lasting job come good products. Hours and hours of valuable time can be lost if the owner makes an unsuccessful gamble on a second-string product at this juncture.

the surface two, five or ten feet from the original hole. This, he is shown, forced the paint away from the wood to make room for the expanding vapor. To prove it, the yardman will tear the blister open and show that only the porous coat of sealer and undercoater remains on the wood. The gouge, easily repaired two months earlier by the owner, turned out to be the cause of an expensive hull job. Economy for this Mr. Average-boat-owner was not to be achieved by doing the major repair job himself, no matter how capable he might be at that sort of work, but to have taken steps that would have precluded blistering in the first place.

Though not directly connected with continual maintenance of exterior hull surfaces, it might be well here to touch on dry rot, by far the greatest menace to all owners of wooden craft. Caused by wood being continually moistened by fresh water or water vapor, it has resulted in craft of assumed sound condition disintegrating in a matter of minutes in a heavy pounding. It is the most serious problem confronting the owners of closed sail and cruising boats. It is difficult to detect in its early stages and is equally hard to check once it gets a good start. It is for indication of dry rot that all reputable boatyards make a careful inspection of a hull both inside and out before they commence any major hull work.

As little a thing as a small leak in the deck or hull above or below the waterline can indicate an advanced stage of dry rot. Your boat is well cared for throughout the year; scratches and chips in the paint are touched up as soon as they appear. Your deck and superstructure are always carefully varnished and painted and then shielded from the sun by a stout canvas cover. Your craft is the pride of the anchorage.

Then you notice that a leak has developed around your cabin. You go right to work on it with seam compound. But instead of stopping the leak, you find that you have aggravated it and repair to the nearest yard to see what gives. A quick inspection by the yard men shows that dry rot has attacked many of your deck beams, most of the underside of your deck planking and part of your hull planking. To repair the damage will run into hundreds—maybe thousands—of dollars.

In discussing the problem with the hull specialists, it develops that during all the years that you have carefully closed up your boat and covered it with a canvas you have been encouraging dry rot. The hot sun, beating down on your hull, has raised

Another Luxury Yacht For the Northwest

One of the new yachts to be put in service on the Pacific Coast is this 60-foot pleasure cruiser, the "Wailele," owned by O. E. Beardsley, Lilliwaup, Wash. Power is furnished through two 300-hp Model NHRMS-600 Cummins Diesels turning twin wheels 25 by 24 through a 2-to-1 Twin Disc MGHV-220 reverse and reduction gear. First cruise of the "Wailele" was 3,000 miles long and into Alaskan waters. Mr. Beardsley reports the boat cruises better than 13 knots at 1500 engine rpm. The craft was built by Shain Manufacturing Co. of Seattle and follows its traditional hull designs.



† †

the temperature inside the boat to a degree that water and dampness in the bilge has turned to vapor and has risen until it settled underneath the deck, along the bulkheads and on the insides of the hull planking. As the boat cooled each evening, the vapor recondensed into water and dry rot got under way. The canvas ventilating ducts were not large enough and were not located in a position where air would be forced through the boat, carrying out with it the vapor-laden air. Here again economy is not to be obtained through doing a major hull job yourself, but by keeping your boat well enough ventilated so that the damage could never have arisen.

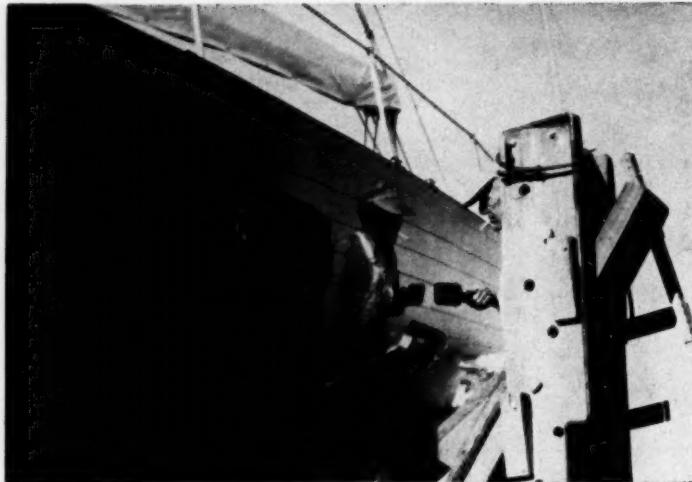
So it is that the approach of spring holds little concern for the observant, diligent boat owner. He has little to worry about when it comes time to sharpen the family boat up for the coming summer. Whether he chooses to do his spring painting and varnishing himself or whether he turns it over to a boatyard, he knows that the job will be a short and inexpensive one. His constant care has meant money in the bank to him and longer life for his boat.

He has found out, if he does his own painting and varnishing, that loose plugs have to be replaced immediately, that the bright work should be well sanded and receive two coats of varnish every six months. When he does paint his topsides, he has the boat taken out on the ways and does the boot top and

underwater at the same time. All dents and scratches are glazed, the entire hull is given a careful sanding with 180 grit paper, fresh glazing is spotted with a little enamel and then a coat or two of enamel is applied to the whole hull.

In doing his own work, he used good products and follows the manufacturers instructions carefully. The recommended thinners are always used. Gambling on keeping his boat in good condition for the sake of a dollar or two saved on second rate goods understandably doesn't appeal to him. He knows how much effort has gone into his boat and he's making every effort to get it back in the form of many more years of trouble-free boating.

As the meticulous boat owner has discovered, spring refinishing is as much work as you want to make it through your care of your boat during the year. There are many hundreds of cruiser and sailboat owners up and down the coast who year after year maintain their own boats in a condition comparable to those cared-for by fine boat yards. They keep their boats in that condition not by breaking their necks on them each spring and fall, but by carefully seeing to each scratch, worn spot and unventilated compartment throughout the year. They are the ones who not only reap the benefits of do-it-yourself economy, but thoroughly enjoy the work that goes into it.



From our yard come the most beautifully painted boats in the world. Note the workman's reflection in the color topside job.

Good work comes from good craftsmen and South Coast's crew of outstanding yacht craftsmen is ready to maintain your boat the year-around. Remember, when you get your job done at South Coast, it will be done by craftsmen with years of marine experience. Just drop us a line or phone if you would like an estimate or a firm bid.

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The Mid-Winter Regatta

In the southland the month of February has, by tradition, been Midwinter Regatta month. Since the Civic Regatta Committee of the Los Angeles Chamber of Commerce put on the first Midwinter sailing event off Los Angeles Harbor 22 years ago, the affair has eclipsed everything on the boating scene throughout the wintry month in which it is held.

Since that time, the Southern California Yachting Association has taken over operation of the regatta and has built it into one of the largest and toughest corinthian events on the west coast. In total entries and in the number of classes participating, it has overshadowed all but one or two of the largest of the summer regattas.

In the eyes of many, this year's 23rd Annual Midwinter surpassed all those that had preceded it. Though number-wise it fell far short of the nearly 350 boats achieved in one of the Midwinter races held shortly before the war, the large boat and cruiser events were the most outstanding and spectacular closed course events witnessed in many, many years.

Several new factors contributed much to the relative success of this particular Midwinter. The Los Angeles Junior Chamber of Commerce was again asked to participate in the program, that group quickly assuming the responsibilities of getting the event covered by newsreel and television outlets. At the suggestion of Commodore Don Barber of the Los Angeles Yacht Club, courses were laid out in such a way that the general public could observe much of the race from the facilities of the Los Angeles Yacht Club. Sea Scouts were on hand to assist visitors to find parking places. Free coffee was provided for everyone.

The ballyhoo arising from this activity, plus some fine sailing and cruising weather, combined to bring out 95 boats for the large boat division classes and 15 cruisers for the predicted log race. Thirty entries came in from areas outside the Southern California Yachting Association's sprawling confines, over half of them coming down from the San Francisco Bay area. During the second two of the three days of racing, 128 boats entered the small boat and dinghy sections of the regatta, sailing off the facilities of the Cabrillo Beach and Santa Monica Yacht Clubs in the

Walt Elliott's "Escapade" moves to weather of Don Douglas' "Altamar" and remained an unchallenged winner with three straight firsts.



outer harbor. This made for an overall turnout of 238 boats—large, small, sail and power.

The big up-surge in the large boat division was spread pretty evenly throughout the fleet. Many boats that normally race under the Ocean Racing Rule were placed in one design fleets of their own. There were classes of Ten Meters, California 32's, PCC's and K-38's. Even after all these had been siphoned off the OR class, there were still 13 boats left and 11 in the Arbitrary Handicap class.

The Southern California Cruiser Association surpassed even the large boat sailing division in getting a proportionate increase in the number of boats out for the regatta. Through careful planning and patient encouragement, the S. C. C. A. showed what could be done towards turning up with a first class power boat affair. Taking a page from the experiences of other cruiser groups, they set a course that would complete the one-day race off Newport Beach and then adjourned to the Newport Harbor Yacht Club where they joined the windjammers in a massive Midwinter Regatta party. They found, as have other cruiser associations, that if you have some place to race to, you get a bigger turnout.

To provide spectators with a clear view of the race, the start and finish of all boats in the large boat division was adjacent to the Los Angeles

Yacht Club mole. The weather, though cool, was dry and moderate. Only on the last day of the three-day large boat affair did the overcast clear away and the wind pick up. By then, however, the heavy weather sailors had dropped well down in class standings and the lighter boats had only to hold their own.

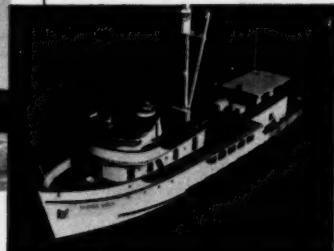
Trophy presentation saw many new faces getting the winning loot. Dr. Chester Nugent won the Ocean Racing trophy and the Ben Meyers Perpetual cup, beating boats like the *Bagatelle*, the *Dancer* and *Sparkle* with his converted R boat. Sigmund Baardsen from the Cabrillo Beach Yacht Club won the Arbitrary Handicap trophy. An old-time small-boat sailor, Ross Sinclair, breezed through the normally tight PC fleet, beating among others, Kenneth Watts' *Puff*, Peggy Slater's *Seventh Heaven* and Hilyard Brown's *First Fiddle*.

The predicted log race was won by Ed Simonis in his Trimmer-Ship cruiser, *Cuyama*. He very handily out-logged defending champion, Larry McDowell in the 15-boat fleet and came through with a small enough percentage of error to enable him to pick off both the Class A and Overall trophies.

With the regatta scarcely over, plans are already afoot to make the 1953 Midwinter an even more spectacular event. The successes achieved

(Continued on Page 60)

New Sister Ships of the



powered by **SUPERIOR DIESELS**



These two clippers, now fishing with the West Coast tuna fleet, were built by the J. M. Martinac Shipbuilding Corporation at Tacoma, Wash.

They were designed by J. M. Martinac, Sr., and constructed under the direction of J. M. Martinac, Jr. Each boat is 118' x 26' x 13'6" with cargo space for approximately 240 tons of frozen tuna.

Both the "Royal Pacific" and the "Mona Lisa" are powered by Superior Diesels, long established among tuna boat owners and Masters as dependable engines, economical

to operate and maintain.

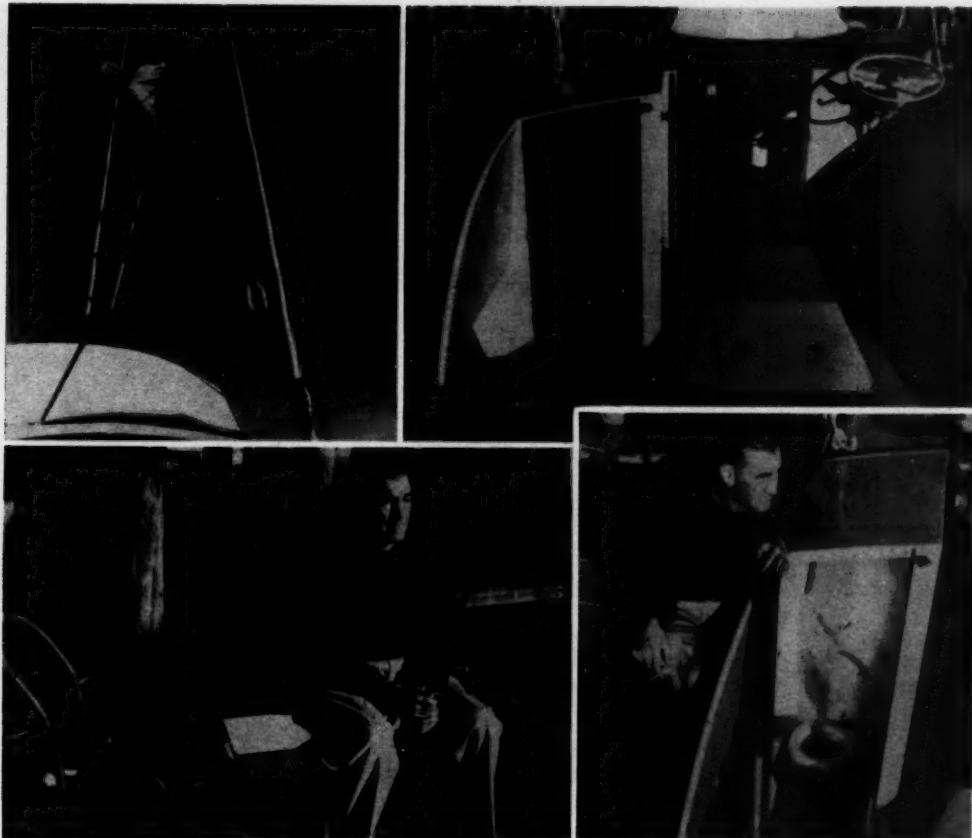
The addition of these two new clippers brings the total of Superior and Atlas Diesel horsepower in the Pacific tuna fleets to a more dominant position in the field where they've been leaders for so long.

It's easy to check up on the performance of Atlas and Superior Diesels in fishing boat service because there are so many of them in operation. Ask any Master or write for a list of users—we'll send you new marine engine bulletins at the same time.



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Shown in the upper left is the special stainless tubular crows' nest and outrigger support, then on the right can be seen the head which appears to be a storage locker and has a watertight hatch. Lower left, owner Jim Moloney models one of the gunners chairs he converted for fishing and on the right the door and hatch are swung back to show the head.

"St. Ann II" And Her Ideas

TWO loves has Jim Moloney of Los Angeles—small power boats and Mexican fishing. He's combined the two by purchasing and re-rigging a 35-foot Jeffries power cruiser and having it shipped to the Gulf of California.

His boat, the *St. Ann II*, has several features that have been of considerable interest to those who have seen it at Hanchette's Landing in San Pedro, California.

The boat has been equipped—by a former owner—with a trellis-type crows-nest or lookout support of stainless steel tubing. Extreme rig-

idity has been obtained through use of welded joints, widely spread legs and fore and after guys. Equipped with outriggers and racks, the entire unit, according to Moloney, weighs less than 75 pounds!

The Army Air Force came to the rescue in providing a pair of snazzy-looking combination fishing and deck chairs. Weighing but 30 pounds apiece, the aluminum chairs have a locking lever that permits quick locking of the chairs in any position. Formerly used as gunners' seats aboard bombing planes, the two rigs were bought for \$6.50 each by Moloney from a local surplus yard, have

since been padded with detachable foam rubber cushions and are now classified as "perfect" by their new owner.

But most ingenious of all—and another innovation of Moloney's—is the out-of-doors, step-down, cupboard-type head. To outward appearances, it looks to be nothing more than a storage locker in the cockpit. But on lifting a small water-tight hatch hinged to the "locker" door, then opening the locker itself, you find a head that is roomy, easily cleaned (just hose it out through a bilge drain), yet completely private.



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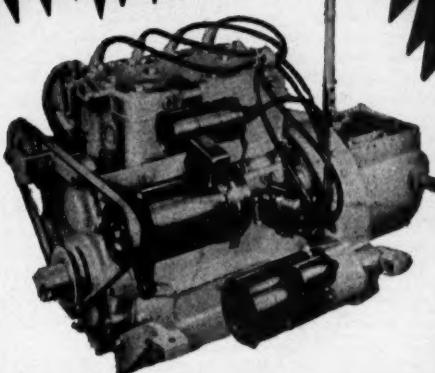
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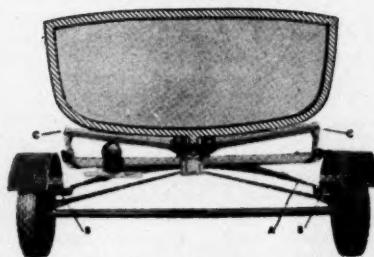
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It's Easy To Get a Lot From Your Outboard Motor

YOUR automobile gets a real break when compared to your outboard motor if you are the average outboard motor owner. Your car gets a good deal more care and it seldom has to work as hard. It is rarely operated at more than half throttle, gets lots of rest in traffic stops and in coasting down grades, and operates at much lower rpm.

Your outboard motor usually is run at full throttle or extreme idle, with few if any cooling off periods, and under constant load. Also, its care and maintenance is something like winding an eight-day clock, it's easy to forget until it stops. Yet, you can expect as much pleasure and service from your outboard motor as from your car if you will follow a few simple precautions.

Since this is the time of year you will be taking the wraps off your outboard motor here are a few checks:

1. Remove the spark plugs and clean and re-gap them if necessary.
2. Pull the starter cord through a time or two, with the spark plugs removed, to make sure the powerhead is free and to remove the small quantity of oil put in the cylinders at lay-up time. When replacing the spark plugs, take care that they are tightened securely, yet not so tight as to endanger stripping the threads.
3. Back off the stern bracket mounting screws and free them up with light oil if they seem tight.
4. Make sure the powerhead turns freely in the motor support tube and lubricate if equipped with a grease fitting. Also, check the automatic pilot, or stabilizer for proper adjustment.
5. Check the vertical stern adjustment mechanism for proper operation and free up right screws or nuts with light oil if needed.
6. Check the gear shift and throttle mechanism for freedom of movement and operation, if your motor is so equipped.
7. Remove the grease or oil vents in the gear case and add specified lubricant as needed.
8. Check and tighten all accessible screws, nuts and bolts, including propeller nut and center key.
9. Fill the fuel tank with proper fuel and oil mixture. If fuel has been allowed to remain in

by Paul R. Seaman
Western Regional Manager,
Martin Motors

the tank during lay-up, be sure to remove it and put in a fresh mixture.

10. Wipe the motor free of accumulated dust and oil.

If these steps are taken you should get a "first pull" start and be off to good outboard motor performance for the season.

ethyl fuel will not add to the performance of an outboard motor and the only precaution needed in its use is to inspect the spark plug electrodes frequently for possible deposits of lead oxide. Use a good grade of mineral base oil in your outboard motor. Do not use a detergent oil. It is likely to cause gum and carbon deposits in the fuel passages and on the pistons and cylinder walls. Most of the major oil companies make up a special outboard motor oil.



Treat that starter cord right. This ain't no taffy-pulling contest.

Today's outboard motors are excellent examples of precision engineering and expert workmanship. Great care is taken in their manufacture and design to insure quick starting, trollability and good high speed performance. If you don't get these things from your motor, the chances are it is due to some external cause easily corrected by you, and most certainly corrected by your outboard motor dealer.

Preventive maintenance will help to avoid even these minor problems. A few simple precautions in the care and operation of your outboard motor will help to keep it out of the repair shop except for an occasional tune-up, which is both necessary and helpful.

Always mix the fuel for your motor in a separate container and in the exact proportions specified by the manufacturer. A good grade of regular gasoline is best, although some outboard motor owners are finding that ethyl or high-test gasoline is less likely to leave residues and deposits on the cylinder walls and pistons. Long experience has shown that

In starting your outboard motor, always use quick short pulls of the starter cord. Don't use long "arm's-length" pulls. They won't help. Also, it is not good practice to release the extended starter cord and let it snap back into the starter housing. That technique might get you an extra 2000 on your favorite pin-ball machine, but on your outboard motor it may seriously damage the starter mechanism. If your motor has been performing properly and fails to start with three or four short pulls of the starter cord, it is flooded, one or both of the spark plugs are fouled, the air vent or fuel shut-off cock are not open, or the choke is not on. Repeated pulling of the starter cord will not correct any of these conditions. Check them one by one and then try starting again.

Today's outboard motor carburetor and valve systems have been developed to a point where it is no longer necessary to make one series of adjustments for trolling and another for high speed operation. The only normal exception to this is where you may subject your motor to ex-



How would you like to be stood-up head-down?



Don't fool your fuel with careless mixing.

treme changes in water temperature or altitude. At most, once properly set, the high and low speed carburetor adjustment needle should require no more than a quarter turn either way. Proper high speed needle adjustment calls for a shade on the rich side, but no more. This will insure adequate lubrication and cool running.

While some modern outboard motors will troll at extremely slow speeds for hours without a sputter, this isn't true of all motors. Often, when trolling for some time, it is helpful to speed the motor up for a few moments. This will help the motor to consume any accumulated fuel in the crank case and manifold and burn off possible accumulation of oil or carbon on the spark plug electrodes.

When stopping for the day, drain the carburetor bowl, or run the carburetor out of fuel with the fuel shut-off cock closed while the motor is still on the boat. This can be speeded up by momentarily operating the choke until the carburetor runs dry. The purpose of this is to avoid gum deposits in the fuel system while your motor is out of use. With the motor on the dock, and holding it upright, pull the starter cord three or four times. This will help to blow out accumulated moisture in the under-water exhaust outlet. Since some of this moisture will always remain in the outlet, however, never lift the lower unit higher than the powerhead when storing or carrying your motor. Otherwise, moisture may enter the powerhead where it can cause damage.

If you use your outboard motor in salt water, extra precautions are needed to avoid internal and external corrosion and the accumulation of salt crystals, although the possibility of this has been reduced to a minimum in today's outboard motors through the use of special metals and

their treatment with protective coatings by the manufacturers.

Always flush the outside of your motor immediately after removal from the boat. Then run the motor in fresh water for three or four minutes, or flush it thoroughly with fresh water from a fresh water tap, if your motor has a built-in flushing system.

It is always a good idea to coat the threads of the stern bracket screws and other exposed screw threads with a water-proof grease regularly. In salt water usage, take special care to check the gear case regularly and add grease or oil as specified by the manufacturer. This will help to expel any moisture that may have gotten in the gear case and insure adequate lubrication of the lower unit at all times. If too much lubricant seems to be required, check the lower unit for leaks, or have this done by your outboard motor dealer.

Any time you lay up your motor for a long period of time, either in or out of season, the following steps

should be taken to keep it in shape for immediate use:

1. Drain all the fuel from the fuel tank and carburetor. To drain the tank either disconnect the fuel line or pour out the fuel mixture. Do not tip the motor upside down to try to get fuel from the tank. There always is a chance that accumulated moisture remaining in the under-water exhaust outlet may run into the powerhead causing rust or other damage, as noted earlier.

2. Remove, clean and re-gap the spark plugs.

3. With the spark plugs removed, put two or three tablespoons of lubricating oil into each cylinder through the spark plug holes. Then, with the motor tilted up so that the cylinders are in an upright position, turn the motor over slowly with the starter cord to coat the cylinder walls and other internal parts with the oil.

4. Replace the spark plugs making sure they are tightened securely.

5. Remove the grease vents from the lower unit and run fresh grease into the lower vent until it is seen coming from the upper vent, or at least until you are sure any water that may have accumulated in the gear case is expelled. If your motor is equipped with a gear case using oil as a lubricant, completely drain the lower unit and fill with fresh oil of the weight specified by the manufacturer.

6. In storing your motor, keep it upright on a motor stand or saw horse, if possible, and keep it well covered with a tarpaulin or oil cloth.

7. If your motor is accessible during storage, pull the starter cord through a time or two each month to keep the powerhead free.

Make all of these steps routine in the handling, care, operation and storage of your outboard motor.



Region 12 Off To Early Stock Outboard Racing

Stock outboard racing in Region 12 began early and with vigor when boats coming from as far as Oregon and Utah met at Needles February 17. There were 40 boats in competition.

The B Stock Runabouts gave the race of the day, in numbers, with the A Runabouts and the B Hydros the second largest for participants. Maybe Johnny Craven, driving *Ravin Too* with a new number 2C awarded to him for having the highest number of points earned in sanctioned regattas in Regions 11 and 12, drove the race of the day. Starting 10th in a field of 12 on rough wind-tossed Colorado River in B Stock runabouts, the Pasadena lad took first at the end of the race. Incidentally, the number 2-C is given to the high point professional racer. Robert Carson holds the 1-C high point amateur rating.

C. D. Anderson of Needles, who did such a fine job on the Colorado River Marathon in October, was race chairman. Ed Craven of Pasadena was referee and announcer. Russ Hill of Bellflower did his usual fine job of

inspecting. L. A. Andrews, also associated with honor in the Colorado River Marathon, was pit manager. Louis Taulman of Needles, chief timer; Jean Craven, Pasadena, chief scorer and registrar.

Here are the race results:

D Stock Hydro—First, Bas Basley, Eugene, Ore., 554-C; second, G. W. Danie, Salt Lake City, 514-U; third, Dr. E. W. George, Arcadia, Cal., 500-C; fourth, Mike Davidson, Yuma, Ariz., *Stay Happy*, 538-C.

A Stock Runabout—First, Chas. Harter, North Hollywood, *Flapjack*, A-1B-C; second, Robert H. Gaertner, Harbor City, Cal., *Whe Dat*, 296-C; third, Bill Becker, San Gabriel, Cal., *Li'l Mo*, 193-C; fourth, Bogie Erwin, Needles, Cal., *Da Bag*, 318-C; fifth, Jimmy Daws, A-1A-X, George Parikh, Jr., and Dick Swanner, not finish.

B Stock Hydro—First, H. L. Reed, Blythe, Cal., *Stinger*, 520-C; second, Dr. E. W. George, Arcadia, Cal., 578-C; third, Homer Sain, Blythe, Cal., *Little Jester*, 550-C; fourth, Bill Rampe, 572-C; fifth, Don Graves, B-88; sixth, Chris Heinzenberg, 1-X.

C Stock Runabout—First, Bill England, Needles, Cal., II, 6-90-C; second, Lee Burris, Gardena, Calif., B-90-Burris, 330-C; third, Bill Kaiser, Needles, C-6-X.

D Stock Runabout—First, Mike Davidson, Yuma, Ariz., 538-C; second, Larry Andrews, Needles, Cal., 342-C; third, Chuck Van Dyke, Needles, Cal., 342-C; fourth, Cub Nelson, House Smith, Russell Weast, Frank Bland, Wally Gaderian.

B Stock Runabout—First, Johnny Craven, Pasadena, *Ravin Too*, 2-C; second, W. E. Erwin, Needles, Cal., *Bunny Gai*, 318-C; third, Bill Rampe, Pasadena, *Kerpunk*, 72-C; fourth, Tom Mitchell, 162-C; fifth, Bud Vanderbusch, 294-C; sixth, Gen. Parish, Jr., 312-C; seventh, Don Graves, 210-C. The following were disqualified in one or more heats, Chuck Van Dyke, Chris Heinzenberg, W. D. Smith, Jimmy Daws and George Henken.

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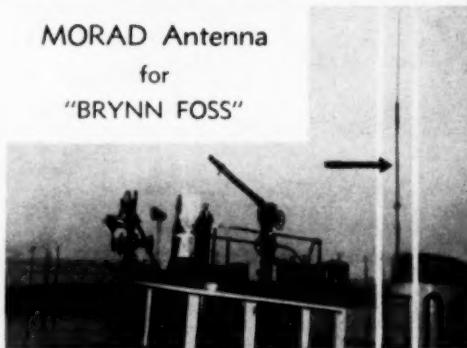
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Here Are Your 1952 Outboards

Plenty of Motors for Speed and Fun

For 1952, Johnson Motors, Waukegan, Ill., brings to the outboard field four Alternate Firing Twins. Here, in only four motors, according to Johnson officials, is everything a fan could want for every outboard need.

Officials at Johnson indicate that the Sea Horse 25, new in 1951, has met with great success. This 25 horsepower model was revolutionary to the industry in weight, in price and in performance. Capable of the widest possible performance range, from speeds over 30 mph to trolling, this powerful Alternate Firing Twin weighed in at less than four pounds per horsepower.



A Johnson Sea Horse 25-powered cruiser heads out to sea.

spark and throttle, react simultaneously to the operator's touch to the twist-grip speed control located on the steering arm.

At the opposite end of the horsepower range is the new Johnson Sea Horse 3. Production models will be

his boat stands still, banishes shear-pin problems. A cleverly engineered slip-clutch stops propeller action when an underwater obstruction is hit. This lightweight model (approximately 44 pounds) with a low initial and operating cost is an Alternate Firing Twin, capable of slow trolling speeds hour after hour.

The Sea Horse 10, first to introduce Gear Shift Control, separate six-gallon Mile-Master fuel tank and Big Motor Trolling, rounds out the Johnson line. Johnson officials feel that there is a definite trend toward the higher horsepower model providing the performance range is sweeping enough to satisfy the fisherman who likes to troll at slow steady speeds.



Trolling with a
Johnson Sea Horse
25.

Dealer and consumer reaction to the Sea Horse 25 indicated that, because of the new model's maneuverability, it opened completely new fields in outboard motoring. With the gearshift control feature offering neutral-forward-reverse, a heavy duty outboard was at last practical for use with outboard cruisers. Too, the powerful Alternate Firing Twin found ready acceptance among commercial users for heavy loads.

Features on the Sea Horse 25, in addition to gear shift, lightweight, wide performance range and low cost, include the increasingly popular separate six-gallon Mile-Master fuel tank which makes possible a much greater cruising range. The "25" is conveniently arranged for remote control. And, for those who prefer the conventional controls, the synchronized

available in April. Highlights of the newest addition to the Johnson line will be the new Angle-matic Drive which glides over hidden rocks, stumps and logs. Replacing the Johnson 2½ horsepower model which weighed 31 pounds, the new Sea Horse 3 tips the scales at approximately 29 pounds.

Like all the Sea Horses for 1952, the 3 horsepower model is an Alternate Firing Twin assuring a smooth flow of power at any speed. Johnson officials feel that the new model will find a ready market among fishermen, dinghy users and for those looking for dependable auxiliary power.

Most popular model in the Johnson line, according to sales records, is the Sea Horse 5. This model, equipped with a neutral clutch, which allows the operator to start his motor while

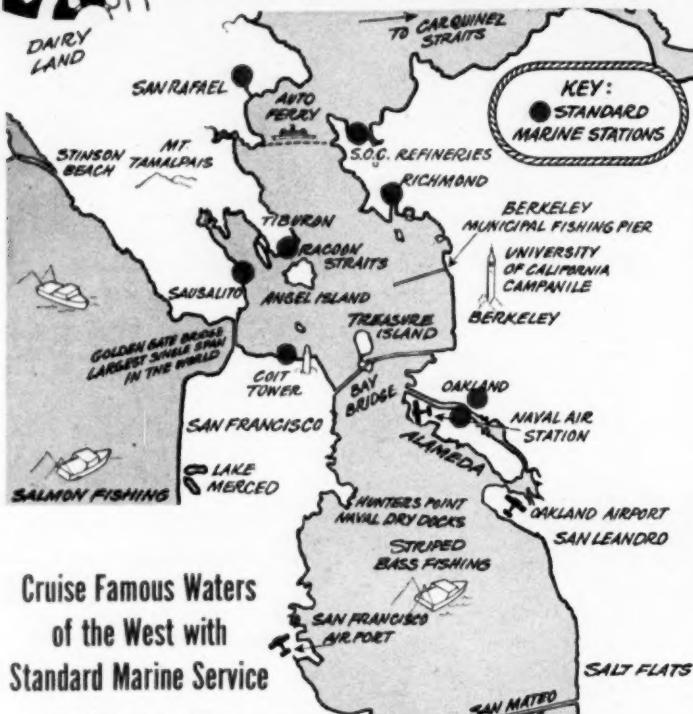
New Evinrude "Lightwin"
THOSE who "like 'em light" will be interested in Evinrude's announcement of their new Lightwin model, 3 hp, only 30 pounds.



Evinrude Lightwin



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Those current arrows you see on pilot charts indicate averages. Remember that actual currents may differ widely from the charted arrows.

Good to know: there are 273 Standard Marine Stations between Mexico and the Aleutians. Depend on 'em for local information, for quality marine products and helpful service.



Goodbye elbow grease. For a waxing job, use Standard Self-Polishing Wax... apply with brush or mop and it will shine without rubbing! And it dries to a high luster, leaves a lasting finish that is less slippery than most waxes.

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While lightness was stressed throughout the development of this new motor, the basic objective was to produce a small but relatively powerful alternate firing twin that would offer the same performance characteristics as larger models. One important feature is the Fisherman Drive, which not only permits full-power operation in thick weeds, but is effective over shoals, rocks and snag-filled waters.

The Lightwin replaces the 30-pound, 1.5 hp Sportsman and the 39-pound, 3.3 hp Sportwin. Repeated trials against the larger Sportwin model on identical hulls and loads proved that the Lightwin delivers even better speed. The greater efficiency of the new model is largely due to its big propeller, a three-bladed wheel $6\frac{1}{2}$ diameter by $5\frac{1}{4}$ pitch, with gear ratio considerably higher than is customary.

The powerhead is twin cylinder alternate firing, 5.27 cubic inches piston displacement. Speed control is one-lever synchronized spark and throttle, and steering is 350 degrees with full pivot reverse. Tilting is automatic; with transom trigger for correct vertical adjustment. Underwater silencing with automatic exhaust relief. The carburetor is provided with a muffler for quieter operation.

While there will always be a broad market for a motor such as the Lightwin, the trend is unquestionably toward higher powered models, even for fishing service. Engineering improvements permit low-speed trolling, even with the biggest models. Recent developments such as gearshift and duo-clutch make a powerful motor as easy to manage as a light motor.

Lightest of Evinrude big motors is the 7.5 hp Fleetwin which at 47 pounds, weighs little more than the average "Five." With its duo-clutch for neutral starting and idling, and safti-grip drive for shoal water operation, it has become the most popular Evinrude motor for general use.

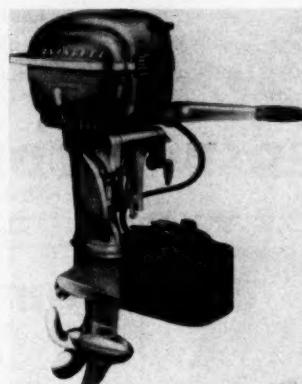
The 14 hp Fastwin with gearshift and separate six-gallon Cruis-a-Day

Two Northwest boats, a Reinell and a Chris-Craft, powered with Evinrude Big Twins.



tank, introduced in 1949, is popular for fast family and fishing craft of medium size, and for water skiing.

Topping the 1952 Evinrude line is the 25 hp, "Big Twin," going into its second year. Despite the heaviest production schedules ever planned for a motor in this power range, manufac-



Evinrude Big Twin

turers say the first year demand for the "Big Twin" was never satisfied.

This was attributed to its lowest-on-record weight per horsepower, its gear shift control and separate "Cruise-a-Day" fuel tank, and its unusual smoothness at all speeds from slowest trolling speed to 30 miles per hour.

Seven Mercury Models

Mercury outboard motors will have seven models in 1952, in a range of $3\frac{1}{2}$ to 25 horsepower, it is announced by Kiekhaefer Corporation.

Leading the parade will be the 'Cruiser,' a cold war casualty in '51, but in production as this goes to press. Mercury researchers responded to demand for a 'chore-boy' motor and now, with the benefit of an unexpected additional year of test, the lightweight, high-powered 'Cruiser' is ready. Heavy duty performance gains have not been made at the cost of sacrificing traditional Mercury styling and convenience features, say the manufacturers.

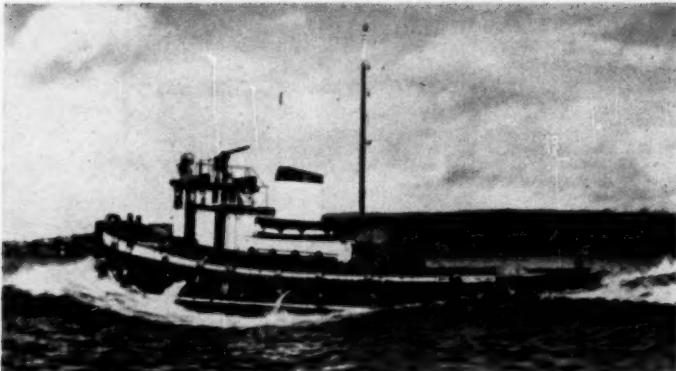
Scaling in at slightly over 70 pounds, the 'Cruiser' utilizes the Hurricane type powerhead together with a new power thrust power unit. It is claimed the new engine possesses a combination of speed and lugging ability to a degree unsurpassed by engines of more than twice its rated horsepower.

The 'Cruiser' gear shift is simple and direct, with cam activated controls, that rotate in their seals to protect the lower unit against water leakage, and positive spline drive to effect solidly joined connection when gears mesh. Speeds in neutral and reverse are automatically governed and direct cam action is employed to lock the motor down in the reverse position. Remoting of gear controls is a simple matter, and the remote control mechanism is available as a standard Mercury accessory. Functional design and compact construction of the new engine assures convenience of handling and transport. Twist grip synchronous spark and throttle control on the steering handle is an operating convenience feature.

Another 1952 offering is the 25 hp. Mercury 'Thunderbolt.' It has four-cylinder-in-line construction which makes possible rigid engine structure, simplified manifolding, cooling and exhaust systems and versatility of performance. Automatic rewind



Fishing on Puget Sound with an Evinrude Fleetwin.



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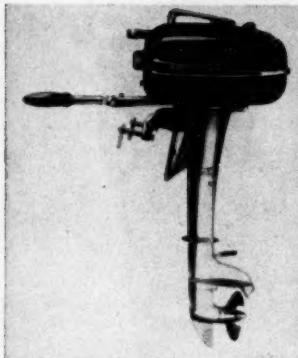
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Mercury 3 1/2-hp Comet

starter, squeeze grip safety throttle and separate fuel tank are standard features. Aircraft type magneto, and spark plugs positively protected through use of waterproof connectors ensure all-weather operation.

The Super Ten Hurricane continues a popular Mercury model. This lightweight speedster affords convenience features such as tilt handle, rubber clamp screw grips, screwdriver in handle, automatic co-pilot, and quick-detachable aircraft type cowling. Its variable volume rubber rotxex water pump assures clog-proof, weed-proof, and silt-proof operation. Forged aluminum clamp and swivel bracket give full assurance of transom security.

The moderately priced 'Rocket Hurricane' is another star performer, as evidenced by the many records to its credit. It is capable of upwards of 40 miles an hour on light racing runabouts, but is equally adept on a family runabout or fishing boat. It trolls, lugs, and starts readily, even

for the youngsters. Heavy duty construction is employed throughout, and its makers consider it one of the finest all purpose engines in the Mercury line.

The always popular 7 1/2 hp. Mercury Rocket is close kin to the 'Rocket Hurricane,' suited to most family and fishing purposes and sized acceptably for most light to medium runabout applications. The 'Rocket' is inexpensively priced, economical to operate, and very simple to maintain, say its makers.

The Mercury Super Five is a light, powerful Twin, made for the small boater, and the fisherman, and is an ideal motor for youngsters to use and operate. Its compactness and handy portability, its responsiveness to throttle and its never-tiring slow trolling ability are but a few of many per-

button built into the end of the handle grip allows the operator to slow down or change speeds, in the upper speed range, by merely depressing or releasing the button.

The manufacturers claim this is an added safety feature in outboating, as at all times during the shifting, steering or speed changing processes, the operator faces forward.

Neutral shifting range is from very slow engine speeds up to 2,000 rpm. This feature protects the powerhead, as the engine cannot run full speed without a load at the propeller. Above the neutral and shift range the engine operates in direct drive only, and shifting is impossible due to a lock-out device built into the shifting mechanism.

All shift models will incorporate an exclusive and newly designed disc type slip clutch, operating in a bath of oil within the gearcase and not in the customary propeller hub. This eliminates the well known shear pin and results in positive protection to engine and gears, should the "prop" hit an underwater object.

Reverse is very simply accomplished through combined use of the Twist-Shift and the Martin full 360° pivot. While this is done the engine continues to run and it is to be noted that the propeller is constantly protected by the skeg which, during the entire forward and reverse movement, proceeds it through the water.

Auxiliary fuel tanks will be available for the "100" Twist-Shift model on an optional basis. Tank capacity is six gallons. Fuel transfer is accomplished by a pump built into the powerhead.

The Manufacturers state that Aquamatic Twist-Shift is the same step forward in outboard motor design as



Mercury Rocket Hurricane

formance recommendations, say the manufacturers.

Also in the small motor class is the 3 1/2 hp 'Comet,' which has many of the same operational features as the Super Five. The special flywheel design employed on this engine tends to stabilize single cylinder power impulses, giving a heretofore unobtained smoothness of operation. And, like the Super Five, it is a motor the youngsters can operate with ease and safety.

Martin Motors Features Aquamatic Twist-Shift

Martin Motor Division of National Pressure Cooker Company, Eau Claire, Wisconsin, announces its 1952 line of outboards will feature Aquamatic Twist-Shift Control. This permits the operator to shift by merely turning the steering handle grip to obtain neutral, or forward boat direction. The Aquamatic Control, a press



Martin 7 1/2-hp "75"



Mercury 7 1/2-hp Rocket



Martin 10-hp "100"

were automatic transmissions in automobiles.

All motors in the '52 line will incorporate mechanically controlled intake poppet valves which were pioneered by Martin and are a basic Martin exclusive. Models under 10 hp will have the swivel feature which permits swinging the lower unit into the boat. All models will continue to have vertical stern adjustment which permits trimming the motor while underway.

The complete Martin line for 1952 will include the "75" and "100" Aquamatic Twist-Shift engines, 7½ and 10 hp motor respectively, also the 2½ hp single cylinder Model "20" and the Model "45," a 4½ hp motor with Twist grip speed control.

Chris-Craft Outboards

Chris-Craft Outboard Motors, Grand Rapids, Mich., plan to market two models in 1952.

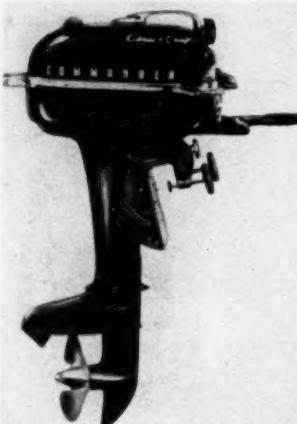
The Model J. Chris-Craft 5½ hp Outboard motor is an alternate-firing twin with 9.42 cubic inch displacement, develops 5½ hp at 4,000 rpm and weighs 46 pounds. Some features of this motor are an anti-friction, ball-bearing starter; floodproof-type choke; selective steering adjustable in a complete range from easy-touch operation to automatic helmsman control for a set course; a 360-degree swivel with cam-operated lock in reverse; and a simplified control panel.

Positive, split-second starting is assured in the 5½. A combination of extreme smoothness and quiet operation, especially at idling speeds, makes the motor ideal for fishing, say the manufacturers.

The Chris-Craft 10 hp (Model K) is also an alternate-firing twin with

19.94 cubic inch displacement, develops 10 hp at 4,000 rpm and weighs 72 pounds. Features of this motor include anti-friction (roller and ball) bearings throughout; positive starter assembly with rewinding rope; drop-forged alloy steel crankshaft and connecting rods (with double row of roller bearings to prevent cocking); aluminum alloy lower unit and cylinder block (one piece), heat-treated for extra strength; Meehanite cylinder liners; reed valves; flywheel, machined inside and outside for balance; vane-type water pump; spark plugs and magneto sealed from water; automatic pilot; 2-gallon fuel tank; sturdy, adjustable mounting bracket; shock absorber; and weedless propeller.

Other Chris-Craft features are underwater exhaust; rubber-mounted swivel bracket for easy, vibrationless steering and stream-style.

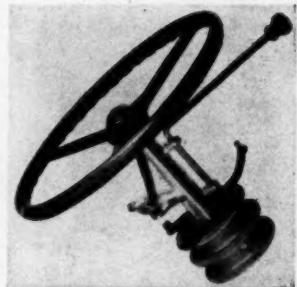


Chris-Craft's 10-hp Commander

Easy starting is provided in the 10 by a unique carburetion system which allows quick acceleration from very slow idling speeds for fishing to extremely fast top speeds without conking out. While the 10 is a fast motor, it is at the same time a powerful one for a big family boat, according to the Chris-Craft people. Design of the motor makes it easy to service.

Attwood Brass Works

Attwood Brass Works will merchandise many outboard specialties as well as a complete line of marine hardware and fittings during 1952. They are currently working closely with the Navy and Ordnance Department on large government specifications as well as rated civilian fittings for boats. Their recently announced 80,000 square foot additional new



Attwood Brass Works features this good looking wheel for runabouts.

building is now in complete operation.

Michigan Outboard Propeller Line

Gear-shifting motors and the incidence of pin-shearing, especially with the heavier, but more desirable bronze propellers, has posed new problems which the Michigan Wheel Company states it has thoroughly solved with its cushion-hub and special hub designs. The 1952 line includes 2 and 3 blade cushion-hub propellers for such popular shifting motors as the Evinrude 14, and 25 hp, the Johnson 10 and 25 hp, all Scott-Atwaters, Elgin 16 hp. And for those motors featuring disc clutch drives, such as the Mercury 5 and 10 hp and the Martin 10 hp, Michigan has available both aluminum and bronze propellers with hubs to accommodate the motor manufacturer's standard clutches.

The outboard line, which is said to be the most complete in the world, includes very fine hi-tensile bronze racing wheels, standard aluminum and bronze service wheels, and heavy-duty and weedless types.



Chris-Craft's 5½-hp Challenger

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NEW GADGETS and INNOVATIONS

THERE is an oft held opinion that we must look to the East for new ideas for boats, new developments and styling. This is, no doubt, a heritage that has come down to us from the automobile, the radio and other creations of Eastern manufacturers.

Recently there appeared in an Eastern boating publication, the picture of a large cruiser featuring as a new development, the transom door and boarding platform. Old readers of *Pacific Motor Boat* will recall the platform featured in one of the early issues of the magazine, and the transom door was described several years ago.

Some of the gadgets and innovations illustrated here are, at least to my knowledge, new and other have been in use several years. Of course, someone is bound to pop up with the

by Edwin Monk, N.A.

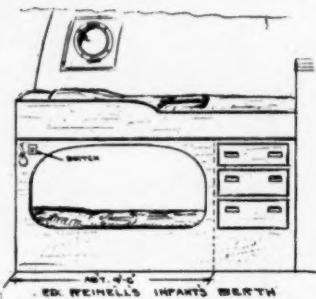
claim that he saw it on his grandaddy's boat—and probably truthfully.

There is little doubt that Ed Reinell was not the first to build a pint-size berth for the baby. However, in his new cruiser, the *Nancy-Kay* (see December, 1951, issue of *Pacific Motor Boat*), boat-builder Reinell did it so attractively and so practically that it is of more than passing interest. With a length of four and a half feet, the miniature berth will serve its purpose until the child is seven or eight years old. When no longer needed, drawers and lockers may be built into the space. As built in the *Nancy-Kay*, it is close to the deck and little Elmer can tumble out with little damage.

Most owners of small cruisers are pressed for sleeping accommodations. We all generally like to take out another couple or there are four in the family. It is a real problem to find sleeping space for four on a 22 or 24-foot boat. The upper berth-dinette shown here helps to solve the problem for some. Set up as a dinette, only the tops of the hinged end pieces for upper berths are visible. Some place must, of course, be found for storage of the air mattress or pad, but this can always go under one of the seats. Barrel bolts are shown supporting the outer edge, but if they come above the glass line, two more straps may be used instead. Snap hooks are installed on upper ends of the straps and the eye pads must be

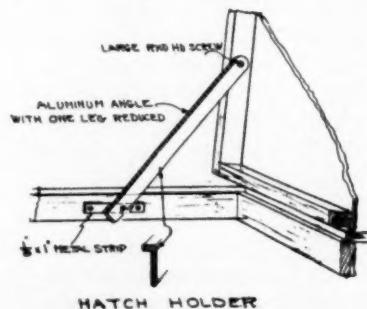
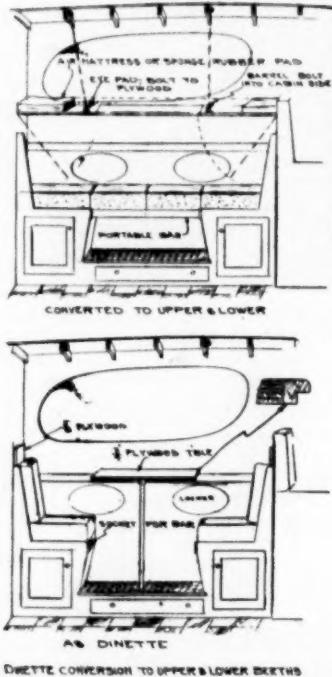
through-fastened and all very securely put together.

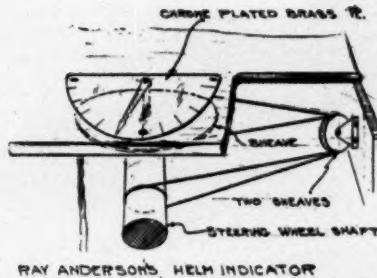
A shower is quite a problem on the average cruiser. Properly installed, it requires a sump tank and a pump to empty the tank, plus a lot of piping.



At first thought, the cockpit shower shown here may not seem very practical, but actually this location is almost made to order with scuppers in each corner and no worry where the water flies. Frank Heffernan of the Tacoma Yacht Club, owner of the *Frala*, uses one of the old fashioned bathtub sprinklers attached to several feet of soft rubber hose and claims that a gallon or two will do the job of showering. The entire assembly is easily and quickly demountable. Heffernan's plan could be elaborated on to furnish hot and cold water with the faucets hidden in a small flush cabinet in the bulkhead.

The adjustable navigator's seat on Howard Irwin's new Portland cruiser,





Joje, has for its mechanism a surplus tank seat. To raise it, relieve it of your weight, pull a lever and stop it at whatever height you desire. Lowering the seat, release the lever and place your weight on the seat to force it down. It is wide enough for two and is the result of Irwin's conclusion that there was room of improvement in the average pilot's seat where some eye level adjustment is very desirable. The tank mechanism is not very complex and if not available could be cobbled up. It is only about 14 inches wide and the seat overhangs it each side.

Ray Anderson of Seattle, who installed the rudder angle indicator shown here on his cruiser, *Onwego*, states it is purely a gadget, something to make in the winter evenings. Anderson's instrument is not installed exactly as shown as the wheel shaft is very much lower. However, this shows the principle which is simplicity itself. Chrome plated and neatly done, it is very attractive and by no means a mere ornament.

The motor hatch holder or proper-up illustrated here is another spare time job. If you have a metal cutting blade for the bandsaw, a hand drill, and a file, you are equipped to do the job. All but a small rib of one leg is sawed off a 1½-inch aluminum angle; the angle slides behind the ½ by 1-inch metal strip and locks when it engages the notch. Releasing is done by a kick while you lower the hatch with your hands. It is a refinement

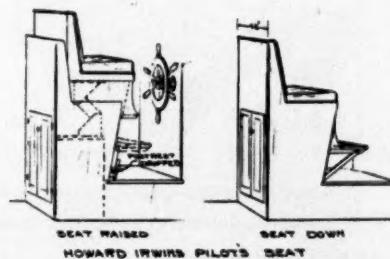
over the large hooks usually installed for this purpose.

The transom door has now become quite commonplace on West Coast cruisers. To some, it has one drawback in that it divides the aft part of the cockpit, eliminating a possibility of a wide permanent seat. Bert Cruise, in his cruiser, *Caprice*, solved this difficulty by placing the door to



one side. This leaves room for a seat wide enough to recline on and does not interfere with the ensign which can be placed where it belongs, in the middle of the boat.

All boating people are interested in new gadgets and innovations to old ones. You will gather from the above that while the designers develop many of them, they have no corner on the market. So, readers, if you have any ideas, please send them in and let us all benefit.



The Wedged Seam

It has been several years since the wedged seam was first shown in a similar article to this in the pages of *Pacific Motor Boat*. The wedged seam, in case you are not familiar with it, is a method whereby wedge-shaped wooden strips are glued and driven into the seams in lieu of caulking. It was invented by James Chambers, at that time head master of the Edison Vocational School of Boat Building.

The wedged seam has developed into, perhaps, the greatest innovation in boat building most of us can remember, reducing planking waste, eliminating seam and caulking trouble, in fact eliminating the seams and resulting in a much stronger boat.

It is now being used on both top sides and bottom; I saw the other day a sailboat deck where the builder had used yellow cedar wedges in lieu of caulking and seam compound. It made a beautiful job and with dry materials, one that should give no trouble.

The Navy Yard has been making inquiries as to its practicability for the decks of aircraft carriers. It was first thought feasible with Western red cedar planking only but has proven quite practical with almost any wood provided, of course, that it is dry. We have found, however, that it must be carefully done, though to my knowledge, there has been only one failure, if you can consider it as such. A wedged-seamed boat after several years in the water was shipped inland in the Summer. You can well imagine what happened to the water-soaked bottom after several days on a siding in Arizona. A caulked boat would, however, under the same circumstances, suffer probably an equal amount of damage.



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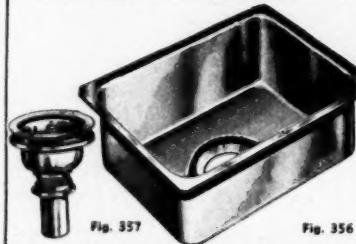
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Fig. 1138

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Fig. 356

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Upper left, discussing the coming Pacific Coast Championship Regatta following the annual P.C.Y.A. meeting at the St. Francis Yacht Club in San Francisco are, from left, Commodore I. P. Fulmor of S.C.Y.A., Bob Leary from Hawaiian Y.A. and Con Knutson, general regatta chairman for the Championships to be held in Seattle. Upper right, Charles Benton, San Diego Yacht Club, Charles Langlois, Staff Comm. P.C.Y.A. and St. F.Y.C. and Lester Stone, Senior Staff Commodore, P.C.Y.A. Lower left, many of the prominent yachtsmen and former officers of P.C.Y.A. and other yachting associations were on hand. A few of them are, from the left: Alonso De Jessop, Staff Comm. P.C.Y.A., Warren McBride, St. Francis Yacht Club, J. G. Johanson, Staff Comm. P.C.Y.A. and present Commodore of the TransPacific Yacht Club. Lower right, old and new officers huddle at one end of the dining table during lull in the P.C.Y.A. meeting. They are, from the left, former Secretary Frank Ruppert, S.C.Y.A., immediate Past Commodore Ed Reisen, S.C.Y.A., Vice-Commodore-elect, Jim Wilhite, Y.R.A. and Commodore-elect Dr. Phil Smith, P.I.Y.A.

Seattle Gets Pacific Coast Regatta

The annual meeting of the Pacific Coast Yachting Association held at the St. Francis Yacht Club in San Francisco enjoyed one of the largest turnouts in the history of the conclave. Forty-six delegates and visiting firemen gave vent to their enthusiastic support of corinthianism during two days of mixed social and business meetings.

Among those present were some of the old timers of the Pacific Coast's yachting activities — men like Lester Stone, Senior Staff Commodore of P.C.Y.A., and Alonso de Jessop of Southern California fame. Younger, though no less prominent yachtsmen were on hand also, among them George Fisher from the Los Angeles Yacht Club, Bob Leary from the Hawaiian Yachting Association, and Dr. Phil Smith of the P.I.Y.A.

Though time-consuming reports were handled with despatch, two im-

portant matters received the attention of all hands — particularly those delegates and visitors from the Northwest. First came the unanimous decision to have the 1952 Pacific Coast Championship Regatta held in the Seattle area under the auspices of P.I.Y.A. from June 29 through July 5. On the heels of this came equally enthusiastic support for the election of Dr. Phil Smith of Seattle as Commodore of the Pacific Coast Yachting Association for the coming year.

Indeed, much of the P.C.Y.A. activity was promoted by Commodore-elect Smith and his Northwest sidekicks. Presenting all delegates and visitors with large blue and red invitations to the Pacific Coast Championship Regatta, he then entertained the group with his beautifully edited colored movie of the 1951 Honolulu Race in which Smith had sailed his PCC sloop, *Gossip*.



Commodore R. Philip Smith heads Pacific Coast Regatta Association.



Aerial view of Columbia River Yacht Club showing the arrangement of boathouses and boats. Walks and houses are held in position by pilings and dolphins driven into river.

Fastest Growing Yacht Club

THE Far West's fastest-growing yacht club is big and strong and doing fine, thank you. It is Columbia River Yacht Club, of Portland, Oregon, going on six years old, with 193 members, 125 boats in its fleet, and 80 boathouses in its moorage. The lay-out is worth a good \$1,500,000. It has already reached its maturity, as far as space is concerned, and has a waiting list of applicants ready to join whenever an opening occurs.

The trials and troubles of CRYC, and its almost meteoric rise among the boating clubs of the Pacific coast, are well worth a study by groups which desire to enter the same field.

Columbia River Yacht Club, a non-profit corporation, was formed in February, 1946, shortly after the last war, by a group of coast guard auxiliary members who had served together on patrol and emergency duties during the conflict and who desired to continue their contacts and friendship. Some of them owned pleasure boats, others had grown to enjoy boats and planned to acquire craft in the near future.

by Don Shaw and
Lawrence Barber

Portland's existing yacht club, the 38-year-old Portland Yacht Club, was virtually filled to capacity with members and boats, and the need for another club and moorage was great. Boating was emerging upon its post-war boom.

Sixteen of the CGA men purchased life memberships in the new club to give it a financial start. They were Larry K. Clark, Fred Collins, S. F. Durkheimer, Marcus Gerlack, J. F. Gilray, C. G. Halbert, Leon Haskell, Norman A. Hayes, Dr. C. A. Hurley, Walter A. Kenney, Kenneth A. Loucks, W. H. Peck, Jay Rosenthal, Charles F. Ulrich, E. W. Vincent and Bob White.

The group selected a site at the head of Tomahawk Island, just across Oregon slough from Portland Yacht Club, for its moorage. Piling was driven for the mooring of houses and walks, a parking area and picnic grounds was cleared on the island, a float purchased from the coast guard was moved in for a meeting place, and the old wooden bridge be-

tween the island and mainland was repaired and strengthened. Most of the work was done by club volunteers in organized work parties. While the men labored, their women cooked meals.

During that first year, the club started a practice of holding weekly stag dinners, prepared by the men themselves, that has continued to this day and has proved to be an outstanding popular feature because it brought members more closely together. Boating in general and the dinners in particular attracted many new members and by May, 1948, there were 22 boathouses and a dozen or more boats in open berths moored in the club.

But that May was the month of the "Big Flood." The Columbia River overflowed its banks and pushed the boathouse and boats to the tops of their pilings and dolphins. There was grave danger of the pilings pulling out, or the moorings slipping off the tops and going downstream, carrying boats and houses to destruction.

While several club members were called into coast guard auxiliary pa-

trol duties in the flood area, others spent days and nights protecting their floating property. They purchased nearly a mile of half-inch steel cable and tied together the whole moorage. The corps of army engineers brought in a three-ton ship's anchor which was laid out at the upstream end of the moorage with cables strung out to hold pilings and dolphins in place.

For nearly four weeks the high water continued but when it subsided this club had suffered less visible damage than any other moorage on the river.

Then came a cold winter during which the Columbia river froze over in many places, with a resultant drop in water level to new lows. As boat-houses and boats settled on the bottom, the membership discovered that the spring flood had deposited new sand bars under the floats. This was an unhappy circumstance. Dredging away of the sand was found to be almost useless, so the officers began looking for a new location.

Three miles up the river they found a 2000-foot waterfront in front of the Alderwood Country club, where the water depth averaged 12 feet at low stages, and they arranged a lease of the property, which was separated by a high dike and a two-lane highway from the golf club. They obtained a disaster loan of \$20,000 from the Reconstruction Finance corporation to replace losses sustained in the flood and put that money into the construction of a new moorage. Bonds were sold to many of the members to help finance the project, which eventually cost more than \$50,000.

Work was started early in the spring of 1949. A row of cottonwood trees along the bank was felled and a parking area was leveled off between the dike and edge of the river. A bucket dredge was employed to pile river bottom soil onto the bank to help build the parking. A well was drilled to supply drinking water, because the club was far from the city water system. Good water was found at 130 feet.

Eleven rows of piling and dolphins were driven at right angles to the shore, running 250 feet into the river from a depth of six feet at low water stages. The bents were spaced 150 feet apart. These piling support the walks and houses.

A high voltage electric line was strung along the shore and a transformer was installed for each two rows of houses. Electric lines were installed along the walks and under the hand rails, with weather-proof cables to service each house. Water pipes were laid along all walks to each berth.

For a meeting place, the membership joined together in a work project to build a clubhouse 70 feet long and 40 feet wide, floating upon five-foot diameter logs. The roof of the one-story building is supported by laminated timber trusses to give great strength and light weight. Across one end is a porch. Inside is a large room for dining and dancing, with an attractive bar and an efficient galley at the far end. Behind them is the coat room and two rest rooms.

For weeks during the construction period, members came with their hammers, saws and paint brushes to put together the clubhouse. They hired only such work and lifting machinery as they could not do by themselves. Many of them donated materials as well as labor. The same co-operative membership effort has been displayed in many smaller club projects.

The customary stag dinners are held every Thursday night, with 50 to 75 men present—and a good time is had by all.

Each member each week receives a post-card dinner announcement signed by the commodore, but usually written by Don Shaw, who became manager when the club moved into its present location.

Here are some samples:

"You will like de spaghetti ala Italiana with Pierre's garlic bread and tossed Italiana salad. Chef Genova Woodyards with many assistants, assures you a fine meal and pleasant evening."

Or—

"Gromyko is walking out

"Molotov is walking out

"CRYC capitalists are driving out to the club, Thursday evening, for revolutionary stag dinner.

"No borsch—no beef straganov—no caviar—

"Commissar March says you should be lucky to eating anything and having boat, too. Bell-ringing peasants is

putting on feed bag. Party members should be having heads in sack by 7:30 p.m. B.Y.O. Vodka."

It should be explained that each card usually gives a subtle clue to the identity of the cooks, three or four in number, and frequently to the main dish. The "Bell-ringing" peasants, of course, are telephone company employees who have boats in the club, and Devine's geese are the pets of Fred Devine, diver and salvage operator whose moorage is just down-river from the club. Devine's big white geese spend much time at the club.

Charles A. Lundberg was the first commodore of CRYC and served for two years. He was followed by Fred Collins, Dr. Christian Kisky, Charles Ulrich and William L. Marsh. Present officers include Arthur T. James, vice commodore, and Kenneson H. Brookes, secretary-treasurer.

Manager Shaw issues a monthly mimeographed sheet called "Yacht Yaps" to keep members informed of club affairs and half a dozen small advertisements pay the cost of it.

Shaw lives in a boathouse in the moorage and sells gasoline, oil, other fuel and ice to members. He handles all records, billing and collecting of dues and fees, and generally supervises the caretaking of the premises.

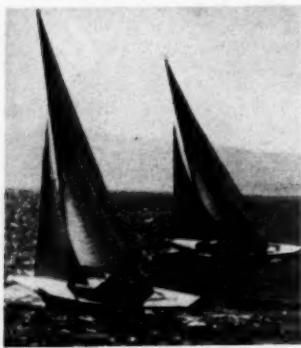
Occasional dances, dinners and family parties are held and the women are staging luncheons and card parties once each month to hold up the interest of all concerned.

Club cruises are held several times a year and some of the members take active part in the Columbia River Yachting association and Portland Power Squadron predicted log races and other events. In fact, members of this club won both of the 1951 predicted log races.

The only thing wrong with Columbia River Yacht Club is its size. It is not large enough for all the boaters who want to join. There's room in Portland for third big yacht club.



Officers of CRYC during 1951. Left to right: Kenneson H. Brookes, secretary-treasurer; William L. Marsh, commodore; Charles F. Ulrich, rear commodore; Arthur T. James, vice commodore.



Olympic Dragon Trials at Bellingham

NATIONAL elimination trials for Dragon class sloops will be held at Bellingham, Washington, May 9, 10 and 11, when champion- ships boats and crews will be selected to represent the United States in the forthcoming Olympic Games at Helsinki, Finland.

Bellingham, because it has more boats of the Dragon class than any city in the United States, was chosen by both the Pacific International Dragon Association and the Atlantic Dragon Association, with the approval of the American Olympic Games committee, as the scene of the Olympic Games tryouts. Invitations are being sent to all Dragon owners in the country, inviting them to compete at Bellingham, either with their own boats or with chartered local craft.

The 28-foot Dragons, long popular in Europe because of their speed, maneuverability and economy, are becoming equally popular in this country. In the past two years seven or eight of the fast Norwegian sloops have been acquired by Pacific Coast yachtsmen, four of them by Bellingham Yacht Club members.

Bellingham Bay, where the race series will be held, is said to be one of the finest sailing areas on Puget Sound, with steady prevailing south-east winds and plenty of room.

Dr. Harry Sutherland, commodore of the Pacific International Dragon Association and a member of the Bellingham Yacht Club, is general chairman in charge of the Olympic trials.—BY LEON SWANK.

Columbia River Y.C.

Arthur T. James was elected commodore of Columbia River Yacht Club at its annual meeting. He succeeded William L. Marsh, who became rear commodore.

Also elected were Kenneson H. Brookes, vice commodore, and A. C. Lovering, secretary-treasurer. The membership chose Lovering and David Weiner as directors. Holdover directors are Rude Palitzsch, Cliff Andruss, Bud L. Kays, James and Brookes.

In his annual report Marsh recalled that the club, now six years old, added 26 new members during the last year to reach more than 200 members. Its moorage contains 82 boat-houses and 35 boats in open moorage. Members own 138 boats.

Ted Gevaart, chairman of the finance committee, reported that the club had retired one-half of its RFC loan and was well ahead of its commitments. The loan was taken three years ago to help finance the construction of the present moorage in front of Alderwood Country Club after the 1948 flood damaged the original moorage on Tomahawk Island.

George Moore's "Jeanne II" Wins

Designed to warm up before the big season starts in predicted log racing, the intrepid Rainier Yacht Club used Sunday, February 3, to stage its third annual late winter predicted log cruiser race. There were 20 boats and 115 people at the potluck dinner that followed.

Lake Washington was the scene of the event and the winner was George Moore in *Jeanne II* with a 0.84 percent error. Harold Wilson in *Ha-Ru* and E. B. Tuttle in *Wendy Jane* ran second and third.

Outboard Men Elect

The Outboard Motor Manufacturers Association has elected the following officers: President, Bruce Atwater, Scott-Atwater Manufacturing Company, Minneapolis; Vice President, W. B. Jonas, Johnson Motors, Waukegan, Illinois; Secretary-Treasurer, Hugo Biersach, Evinrude Motors, Milwaukee. Mr. Atwater succeeds A. C. Kieckhafer, West Bend Aluminum Company, West Bend, Wisconsin. Mr. Jonas and Mr. Biersach were re-elected.

4 4

IT'S BEEN A GOOD YEAR FOR L.A.P.S.



The energetic Los Angeles Power Squadron continues to grow like Topsy. Just completing the organization of a new squadron in distant Santa Barbara (See *Pacific Motor Boat*, March, 1952), the L. A. Squadron officially qualified and accepted into its own group another 78 new members at its annual installation dinner last month.

This was a fitting tribute to the amazing efforts of immediate Past Commander Harold Tracy and his instruction staff. High tribute was paid to Commander Tracy for the work accomplished by the L.A.P.S. during

his term of office. Even Commander-elect, Adam C. McQuat, a highly qualified and able man by his own right, understandably felt a little loose in the shoes he stepped into during the installation ceremonies.

Among the new officers shown above are, from the left: Dr. Elwood L. Shultz N, secretary-elect; Lee M. Springer AP, treasurer-elect; D/C Harry Ashton, Installation Officer; Dr. Gordon A. Alles JN, Lt. Commander-elect; out-going Commander Harold Tracy and Commander-elect Adam C. McQuat N.

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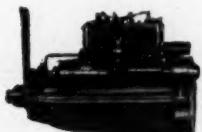
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Fin-Keel Sloop For River Sailing

THIS 28½-foot fin keel auxiliary sloop has been designed by Robert A. Smith, Portland, Oregon, naval architect of 1825 N. E. Fremont Street.

This light displacement sloop, which is 24 feet, 2 inches at the waterline length, has been designed for Mr. Smith's own use and is building at the Portland Boat Works, owned and operated by Alford T. Olson. She will have a beam of 7-foot, 6¾-inches and a draft of 4 feet, 2 inches.

"Due to the increasing interest in boats of the light displacement type, this will be of particular interest to your readers," states Bob Smith.

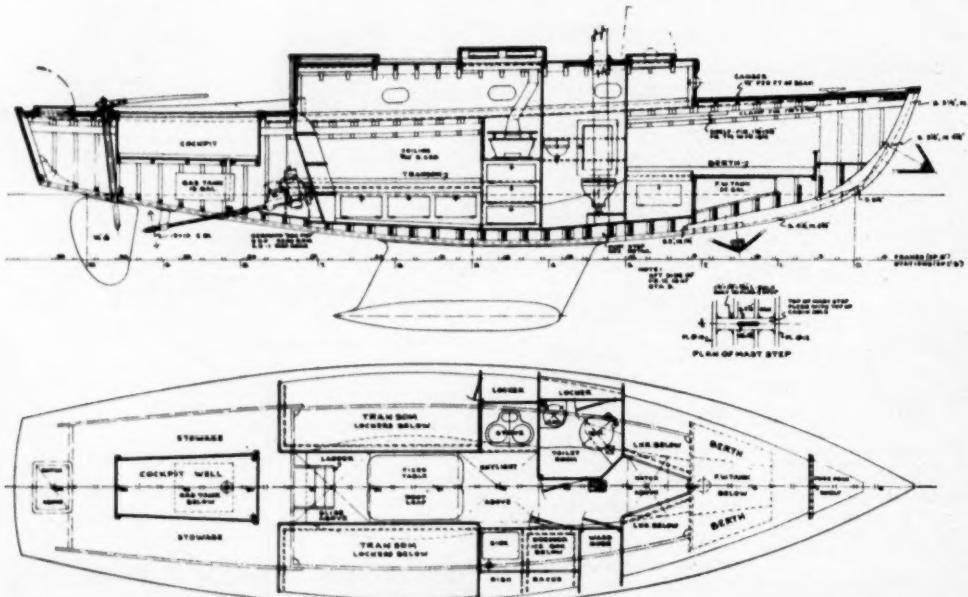
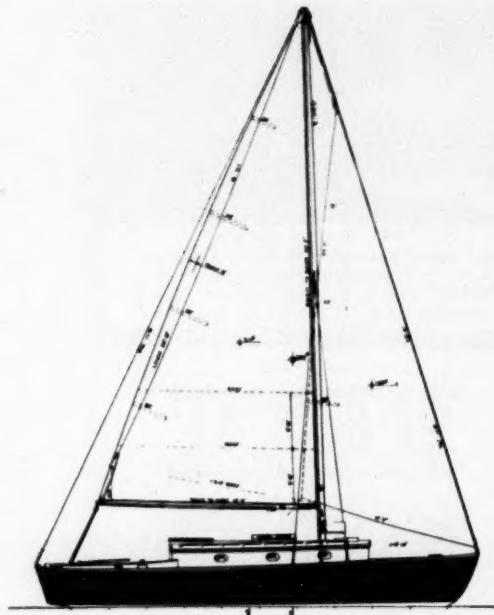
"The boat was designed to provide modest cruising accommodations for my wife and myself, with our two children, and for racing on the Columbia River (hence the moderate draft) where breezes are usually adequate and where the current running against the prevailing wind creates a disproportionate amount of downwind sailing.

"Accommodations are generous for a boat of this size. Head room, however, is limited, being 4' 10" under the

cabin beams, and 5' 6" under the sky-light in the galley. The galley in the center arrangement permits the greatest use of the available space and makes the engine and the storage space abreast the cockpit easily accessible. Power is a 5 hp 1-cylinder

Kermath with a 2.5-to-1 reduction gear and magneto ignition. A cruising speed of 6 knots is expected.

"Economy was my primary reason for choosing a boat of this type. The light weight permits use of a small engine, lighter scantlings, and a rig



that is small relative to the length and accommodation of the boat. Except for the fin keel, construction is conventional, with steam bent oak frames, oak and Alaska cedar floors, Phillipine mahogany keel and planking, plywood decks covered with fibreglass. The fin keel is constructed of $\frac{3}{4}$ " steel plate to which is welded a torpedo shaped bulb turned from a piece of scrap steel shafting. A flange is welded to the upper edge of the fin, which is in turn bolted through the keel and floor timbers. The keel as-

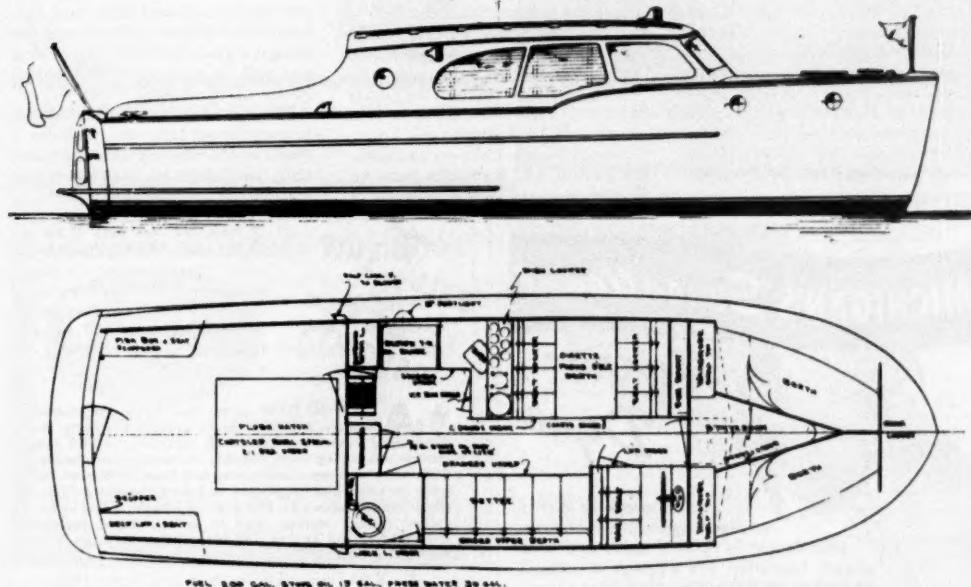
sembly weighs about 2,200 lbs. Fastenings and screws and bolts throughout, with many joints being glued in addition.

"This hull, with a displacement of 6,200 lbs in measurement trim, has a displacement — length ratio, which is about two-thirds that of a hull of normal proportions. This, together with more than normal sail area relative to her weight, will give her a high speed potential in fresh breezes. A higher than normal ratio of wetted surface to sail area will hinder her

performance in light airs somewhat. However, I believe that the masthead fore triangle, permitting the use of large light sails, will offset this deficiency. Her C.C.A. rule rating is 24.9.

"There is considerable interest among local sailors regarding this boat to the point that I am hopeful that she may prove the prototype of a one-design class. To this end I will furnish the plans at cost of reproduction to anyone interested in constructing a duplicate boat."

32-Foot Monk-Designed Cruiser for Sport Fishing and Hunting in Alaska



Keith G. Wildes, of Juneau, Alaska, will be the new owner of this 32-foot cruiser designed by Edwin Monk, Seattle naval architect.

Ed Hoppen and his Eddon Boat Works of Gig Harbor, Washington, is building the craft for Mr. Wildes who is the general agent for a prominent life insurance company.

This cruiser will get a lot of use and the vast and native areas bordering the Alaskan waters in the Juneau region offer so many opportunities. The new owner plans to use the boat

for sport fishing, for hunting and for general cruising. In the cockpit is a fish box and at the head of the cabin, athwartship from the wheel, is a gun rack.

The craft will be powered with a new model Chrysler Royal Special 165 operating at 2.04-to-1 reduction. The boat will cruise at 12 knots and have a top speed of 16 knots.

The hull is Monk's round bottom monohedron design. There is a special outboard motor locker for an outboard will be used for trolling. The cockpit has the Monk boarding plat-

form and boarding door and the motor will be mountable through this.

This hull will have something new in framing. From the stem to about one-third of the way aft there will be double framing with a light bent oak frame, screw fastened from the inside. The cruiser will be bucking a lot of head seas in the Juneau area, hence the extra frames. Wedge seams will be employed instead of caulkung.

Fuel capacity will be 200 gallons, water 30 and the electrical system will be 12-volt.



45-foot sportfisher "Channel Clipper" is newest in Seaport Landing fleet.

Unique Lamination Process in Sportfisher "Channel Clipper"

CHANNEL CLIPPER is one of the newest of Newport Beach's fleet of proud sportfishers, and the "flagship" of the new Seaport Landing in this Southern California port.

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Bilt Rite yard, operated by Richard MacCauley in Santa Monica, has created a boat unique in plywood and lamination construction. Her hull is of 7-ply; $\frac{3}{4}$ -inch bottom, $\frac{5}{8}$ -inch side and $\frac{3}{4}$ -inch decking. Her keel is laminated, two pieces of 1-inch plus a $\frac{3}{4}$ -inch "cap." At the transom the keel is 28 inches wide. Her chine is four pieces of $\frac{1}{2}$ by 6, laminated. Longitudinal stringers, three on each side, are built of 2 by 4 straight grain fir. Bulkheads are of $\frac{1}{2}$ -inch plywood.

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★ **B**ELL-SHIP has present Navy contracts for SIX of the big 172-footers. Bell-SHIP workers carried a big load in building minesweepers in the last war and they have been again picked to carry a major load in the current program; a tribute to their ability.

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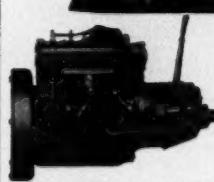
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July 12 Is Set For Cruiser Race

The annual Pacific International Cruiser Race, the world's biggest cruiser race conducted on a predicted log basis, will be run off to finish July 12, sometime comparatively late, around 7 to 9 p.m. Entries may run as high as 200 cruisers.

The race starts at Port Madison, at the head of Bainbridge Island, under auspices of the Rainier Yacht Club, and finishes at popular Nanaimo, B.C., under the finish sponsorship of the Nanaimo Yacht Club.

Key plans for the race have been laid. Some "fine print" changes are in the hands of committees for recommendation at the Saturday meeting, March 29, at Queen City Yacht Club in Seattle. But the basic structure of rules and course have been settled for the 1952 feature event of Pacific Coast cruising.

Here are the key points of this coming race: all starts will include some night-time running for all entrants; it is likely that the finish times on which the boats will predict their race will be divisioned off to create a staggered finish, something which is new this year; the race course will be more tricky than ever to test the navigation and cruiser-ship of the entrants; there will be a clarification of penalties to make it easier for racers and judges; and general refinement of plans for computing and announcing the finish to better accommodate all concerned.

The course itself will probably be announced to run something like this: Saratoga Pass, Skagit Flats, Deception Pass, Lopez Pass, Wasp Pass, past Speyden Island, Prevost, then Shute Passage, Sansome Narrows, one side of the Secretary Islands and

finally Dodds Narrows and the finish line.

Russ Rathbone, president of the cruiser association, has Dave Gregory, Everett's vice-commander, handling the trophies and awards; Frank Morris, the rules; Dr. J. Wayne Graham, of Seattle YC, the observers' committee; Lt. Com. Alan Sampson, the Sea Scout committee; Bob Landwehr, customs; Ray Hart, Bremerton, the computers; and George Ross, Queen City, the auditor's committee.

Final work on rules will be by Rathbone, Morris, Hart, Dr. Edwin Chase, of Everett; and Mark Libby, Bremerton.

Penalty committee is Les Marshall, Burrard YC; Ray Hart, Beals Mossman, Queen City, and Mark Libby.

Ev Henry, Rainier YC Commodore, has appointed Art Chitti to handle the race-start committee and Ray Hart will function with Nanaimo representatives for the finish-line committee.

Something will be done to tab preliminary finish results with "question" markers where there is doubt, before the final results are announced and then to have an official announcement time set, probably on Sunday noon, to avoid a lot of confusion.

"Aldon" Wins Another Race

BREMERTON'S annual Heavy Weather Cruise, held February 22 on Puget Sound, was won by Seattle Yacht Club's *Aldon*, 50-foot cruiser belonging to Dr. A. J. Bowles.

The *Aldon*, always a tough competitor in these various races, won the predicted-log race by .021 of a percentage point over another Seattle Yacht Club boat, the 39-foot Harco-built *Jadon*, skippered by John Rottler. Third was *Shangri-La*, last year's winner, owned by Dr. E. C. Guyer of the Queen City Yacht Club.



The "Aldon," owned by Dr. A. J. Bowles of the Seattle Yacht Club, as she appeared in an International Cruiser Race.

Bowles placed second in last year's race, and has been a two-time winner of the International Cruiser Race.

This annual February race keeps growing in stature and this year's 83-boat turnout was made all the more enjoyable by balmy weather.

Top ten boats in the field of 83 were: *Aldon*, skippered by E. D. Bowles, Seattle Yacht Club, total error, 1.060; *Jadon*, John Rottler, Seattle Yacht Club, 1.081; *Shangri-La*, E. C. Guyer, Queen City Yacht Club, 1.126; *Lavera*, Hjalmar Andanson, Bremerton Yacht Club, 1.450; *Tyng*, Mar Libby, Bremerton Yacht Club, 1.469.

Adelaide II, Wesley H. Wilkes, Rainier Yacht Club, 1.511; *Merry Me II*, C. E. Hayes, Bremerton Yacht Club, 1.699; *Selvia*, Rhodes Spencer, Queen City Yacht Club, 1.745; *Clellahee*, Milt Benson, Bremerton Yacht Club, 2.017; *Sea Scamp*, H. L. Klock, Queen City Yacht Club, 2.166.

Here's One Way To Ride In 'Slo-mo-shun IV'

A N exciting model building contest, open to everyone, with all the benefits going to a worthy charity cause is now in progress. The judging dates are June 14-15-16 at Seattle's Aqua Theatre.

Contestants will build a model of *Slo-mo-shun IV*, holder of the official water world speed record for unlimited hydroplanes at 160-plus mph.

The contest is sponsored by Westbridge unit and the Ryther 4 and 20 clubs. The contest will raise money for the Ryther Child Center. While this is located in Seattle, the contest is open to all.

There will be three age groups competing: group one up to 14 years; group two for 15 to 18-year-olds, and group three for those over 19. Entry fees are \$1, \$2.50 and \$5.00 for the respective groups in that order.

Prizes include a ride in *Slo-mo-shun IV*, a reserve seat at this year's Gold Cup Race, a miniature gold cup and other awards.

Entry forms and fees go to Mrs. Jack E. Pennington, 3230 Hunter Blvd., Seattle 44, Washington.



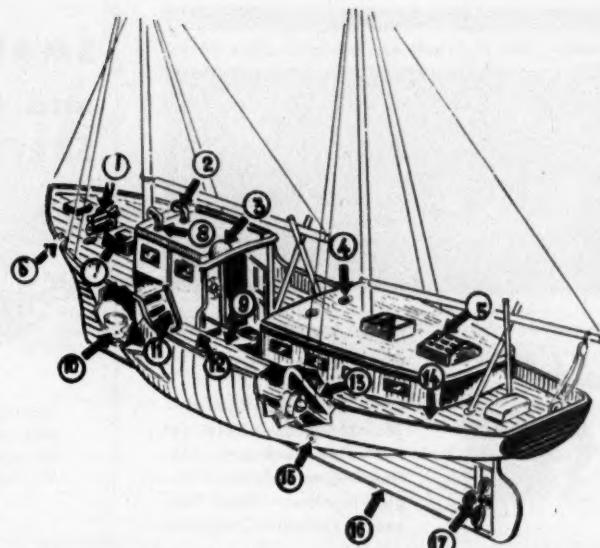
Lee McCuddy's Columbia Marina, Portland; and Arne Vesuja's Yacht Sales, Seattle, have been appointed dealers for Ladd Built Boats.

"Rubber-Seal" New Caulking Compound

Knute Qvale of American Ship Supply Company, Seattle, has announced appointment of that company as United States distributor for "Rubber-Seal." A product of the Reinogen Chemical Corporation, Drammen, Norway, "Rubber-Seal" is a caulking compound advertised as "the compound that holds against sea water."

The product was brought to Qvale's attention during the extended period he served as representative in Norway for Todd Shipyards Corporation. Recently returned to Seattle to assume management of the long established American Ship Supply Company from his father, he immediately made arrangements for expansion, including company representation for Sherwin-Williams paint and U. S. distributor for "Rubber-Seal."

Describing "Rubber-Seal," Qvale says: "First produced in volume in 1949 it had proven itself in the European market in two years. It has a fiber content which makes it suitable and desirable for caulking of seams and joints. An outstanding feature is that it never hardens and cracks. It maintains a permanent pliancy and forms a thin exterior film, making an excellent paint base. It is not only resistant to acids and alkalies, but is



The distributors, American Ship Supply Co., Seattle, indicate by number the places on a boat where "Rubber-Seal" can be used: 1. Winches; 2. Ventilators; 3. Windscreens; 4. Deck lights; 5. Skylights; 6. Bollards; 7. Hatches; 8. Water-boards; 9. Deck seams; 10. Sanitary pipes; 11. Stopping of joints; 12. Wheelhouse; 13. Fuel and heating pipes; 14. Deck beams; 15. Fittings under water; 16. Keel bolts and seams; 17. Packing bushes.

also impervious to brine and sea water, and is not affected by heat, cold or moisture. I know of at least 17 locations aboard ship where it is being used successfully."

Original shipment of "Rubber-Seal" was received at Seattle in February. An exhibit of the product is included on the Norwegian government sponsored exhibit ship *Thalatta*,

which in February was making stops at Atlantic seaboard and Gulf Coast ports. Qvale and his associates are currently arranging jobbing agreements with marine supply firms at all United States and Canadian ports. Further information available to interested parties by addressing Knute Qvale, 3155 Elliott Avenue, Seattle, Wash.

Alaska Waters Reclassified

THE Commandant of the Coast Guard has reclassified the waters of southeastern Alaska as bays, sounds, and lakes other than the Great Lakes for the purpose of administering the vessel inspection laws and regulations.

The Commandant's order will become effective 30 days after its publication in the Federal Register. Also included in the new regulation is a provision that non-self-propelled vessels operated exclusively on such waters shall be considered as inland barges and not subject to inspection under the Seagoing Barge Act of May 28, 1908.

Another regulation promulgated by the Commandant at the same time establishes a definite line of demarcation between the inland waters and

the high seas in southeastern Alaska. This line marks the boundary between the application of the international and inland "rules of the road" which must be observed by all vessels. With few exceptions, it does not apply to vessel inspection regulations.

Changing the waters of southeastern Alaska from their present classification of "Limited Coastwise" for vessel inspection purposes, the new regulation pertaining to vessel inspection reads: "The waters of southeastern Alaska, inside of the general trend of the shore from Cape Spencer, southeasterly to Cape Muzon, and thence easterly to Sitkian Island, shall be considered as bays, sounds, and lakes other than the Great Lakes, for the purpose of administering the vessel inspection laws and applicable

regulations in this chapter."

The line separating inland waters from the high seas will be "A line drawn from Cape Spencer Light Station due south to a point of intersection which is due west of the southernmost extremity of Cape Cross; thence to Cape Edgecumbe Lighthouse; thence through Cape Bartolome Lighthouse and extended to a point of intersection which is due west of Cape Muzon Lighthouse; thence due east to Cape Muzon Lighthouse; thence to a point which is one mile, 180 degrees true from Cape Chacon Lighthouse; thence to Barren Island Lighthouse; thence to Lord Rock Lighthouse; thence to the southernmost extremity of Garnet Point, Kanagunut Island; thence to the southeasternmost extremity of Island Point, Sitkian Island. A line drawn from the northeasternmost extremity of Point Mansfield, Sitkian Island, 040 degrees true, to where it intersects the mainland."

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McCune Heads Boat Industries

FELTON W. Howe, Weeks-Howe-Emerson Co., San Francisco, turned the reins of office of the Associated Boat Industries of Northern California over to Roland McCune, McCune-Merfield Co., at the annual meeting of the boat builders and allied industries association at the St. Francis Yacht Club last month. Howe was given a rousing vote of thanks for his hard work during his term of office.

Elected vice-president was Muirson Wright, West Coast Engine & Equipment Co., Berkeley, and re-elected secretary, was Seibert L. Sefton. Treasurer is Ernest Collins, Sausalito Shipbuilding Co., and directors are the officers and Wilton Colberg, Colberg Boat Works, Stockton; Webster Kneass, Geo. W. Kneass Co.; Theodore Stephens, Stephens Bros., Stockton; and Felton W. Howe, Weeks-Howe-Emerson Co.



Roland McCune, McCune-Merfield Co., newly elected president Associated Boat Industries of Northern California.

Said President McCune: "Our association is basically that of leading boat builders. Our associated members are those interested in boat equipment. Perhaps a wider association to include all those directly interested in the whole boating picture in all of northern California might be the needed impetus to start a long-range promotion for more boating interest in the area.

"Certainly the opportunity is here. When Nature has given us lots of water, even with some handicaps, and



Officers and directors of the Associated Boat Industries of Northern California. From left, Seibert L. Sefton, secretary; Ernest Collins, Sausalito Shipbuilding Co., Sausalito, treasurer; Webster Kneass, Geo. W. Kneass Co., San Francisco, director; Ted Stephens, Stephens Bros. Inc., Stockton, director; Wilson Colberg, Colberg Boat Works, Stockton, director; Muirson Wright, West Coast Engine & Equipment Co., Berkeley, vice-president; and Felton W. Howe, Weeks-Howe-Emerson Co., outgoing president, and director.

our area has drawn new millions of people, if we set our minds on a goal and tie that in with the State in its expansion of rivers and harbors program, certainly there will be an increase in the demand for all types of boats, and with it a huge market in boat equipment."

"Koiner" Joins Coast Guard Search-and-Rescue Fleet

The Coast Guard Cutter *Koiner*, under the command of Cdr. Frank V. Helmer, arrived in Seattle in February from Florida to take her place in the Coast Guard's Pacific Northwest fleet. En route from Florida, the ship and crew underwent extensive shakedown training under the supervision of the Navy.

The *Koiner* is the first of two converted Destroyer Escorts that have been assigned here to augment the 13th District Coast Guard's "ocean station" and search-and-rescue program, the other ship being the *Falout*, due to arrive here early this spring.

The two ships displace 1240 tons (1610 fully loaded), are 306 feet long, have a 37-foot beam, and will do 21 knots. They are handled by a complement of 150 men and 11 officers. The ships bring to six the number of ocean station vessels operating out of the Puget Sound area and which include Coast Guard Cutters *Bering Strait*, the *Klamath*, the *Winona*, and the *Wachusett*.

New Radiomarine Location

The San Francisco branch office of Radiomarine Corp. of America, has moved to a new location, 1075 Folsom St., phone MARKet 1-1062.

According to John Parachini, branch manager, the new location allows much better parking facilities, and there will be more room for shop and service facilities.

Power Squadrons Celebrate Founders' Day

The Seattle Power Squadron celebrated the U.S.P.S. Founders' Day with a cruise to, and a dinner-dance party with, the Everett Power Squadron on Saturday, February 9.

Dr. Chase, Commander of the Everett Squadron, was confined with illness, so courtesies were extended through the Everett Yacht Club.

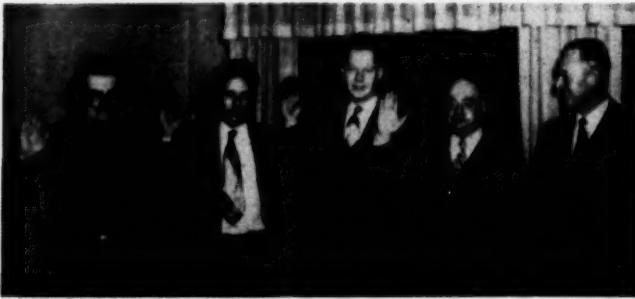
S.P.S. boats attending, including skippers and guests, were: *Miss Lakewood*, Louie Emmanuel, his wife and J. Clarence Lagerquist; *Sand Man*, Capt. John Martin and daughter; *Setsu*, Stillman Orville Lupton, his wife and family, and the *Joy*, Dr. Frederick B. Joy, Col. Joseph W. Faw and Robert W. Rassmussen.

Others attending were Lt. Comdr. and Mrs. Herbert Babcock, Milton Fenske, Rutherford B. Hayes (District PRO), Mr. and Mrs. Lawrence H. Knowles, Mr. and Mrs. James C. McDougall, Dr. and Mrs. George W. McFarland, Mr. and Mrs. Cecil C. Pullen and Mr. and Mrs. Howard D. Walter.

The Spring courses in Elementary Piloting, conducted by the Seattle Power Squadron, started March 17. They are again being held at the Adult Education Center of the University of Washington.

The 1952 Seattle Boat Show

Because so many letters have been sent to *Pacific Motor Boat* asking the dates for the 1952 Northwest Marine Industries Boat Show, we are repeating previous announcements that there will be no show in Seattle during the spring months but it is very possible a Boat Show for November, 1952, will be announced later. The November date is under consideration.



New officers, Pacific Inter-Club Yacht Association, being sworn in by outgoing president, H. G. "Steve" Stevens. From left, John Brison, Richmond Yacht Club, secretary; Jim Francis, Aeolian Yacht Club, treasurer; Burbeck Johnson, Corinthian Yacht Club, vice-president; Harry Baruch, Pt. San Pablo Yacht Club, president; and H. G. Stevens, Aeolian Yacht Club.

Harry Baruch New Inter-Club President

Harry Baruch, a member of the Pt. San Pablo Yacht Club, and a willing worker for many years in the affairs of the Pacific Inter-Club Yacht Association, "The Chamber of Commerce of Yachting of San Francisco Bay," was elected to head the PCIYA for 1952 at the annual meeting of the organization at the St. Francis Yacht Club last month.

He takes the place of H. G. "Steve"

↓

The "Jada" Cruise

A nice mid-winter cruise was enjoyed by Barre Stephens, Stephens Bros. Inc., Stockton, Calif., when he delivered the stay's schooner *Jada* to her owner, Mrs. Isabelle Belyea in Balboa, Calif.

The *Jada* was built in 1936 by Stephens Bros. In Barre's crew were Dr. Ed Handy, Corbin Shepherd, Dick Miller of Bauman Bros. and Dick Miller Associates; and Rod Swift. Barre reports a beautiful trip, made in 80 hours from San Francisco to Balboa, with 40 hours under sail. *Jada* recently underwent a complete overhaul at Stephens Bros.

San Clemente Boat Club

Officers of the San Clemente Boat Club for the coming year were elected recently. They include Robert Calbeck, Commodore, and the following directors: Walter Taylor, Burl Hancock, C. Miller, Joe Klein, Harry Enlow, Edwin Lindberg, Ray Dixon and Jay King.

Stevens, Aeolian Yacht Club, who served for several terms, and who was given a rousing ovation as he turned the gavel over to Baruch.

W. Burbeck Johnson, Corinthian Yacht Club, was elected vice-president; John Brison, Richmond Yacht Club, was re-elected secretary; and Jim Francis, Aeolian Yacht Club, was elected treasurer.

April 27 was set as opening day for the yachting season on San Francisco Bay, and members of the Inter-Club were urged to support the sail and power race from San Francisco to the Elk Horn Yacht Club, Moss Landing, over the July 4 week-end, sponsored by the Elk Horn Yacht Club.

↓

Stock Outboards Race

Joe DeSouza of the Nuttall-Styris Co., San Diego, and an enthusiastic stock outboard racer, has announced a Tri-Allied unsanctioned race April 13 at DeAnza Cove in San Diego's famous Mission Bay.

Blythe will be the location for another unsanctioned race, March 30. Classes scheduled to run are A, B and D Stock Hydros and A, B and D Runabouts.

Up Town Yacht Harbor Increase Facilities

Howard E. Paddock, operator of the popular Up Town Yacht Harbor, Stockton, Calif., reports that he has recently completed five new covered berths. He has also been appointed a Mercury outboard motor dealer in the area.

Another new line is the Mercury speed boat, built in Burbank, Calif.

B. W. Britton, Fresno, recently took delivery of a Hunter 30 cruiser from Up Town Yacht Harbor, as did E. A. Harding, Oakdale.

Big Season Ahead For NCPCA Racers

The Northern California Power Cruiser Association, those devotees of over-the-bottom power cruiser racing, have voted on a full schedule for 1952; one calling for an additional race this season making a total of eight instead of seven.

The extra race is Aug. 9, sponsored by the Sausalito Cruising Club, according to Marvin Cardoza, race manager for the NCPCA.

The other races are May 3, Oakland Shakedown Race for the *Pacific Motor Boat Trophy*; May 17, Hearst Regatta; May 31, Stockton Race; June 28, South Bay Race; Aug. 31, Sacramento Race; September 20, St. Francis Regatta; and Oct. 11, Golden Gate Yacht Club Race.

Winner of the over-all trophy for 1952 will be decided on a basis of his best five out of the eight races.

During April a school for prospective over-the-bottom racers, and those who want to perfect their technique will be held under the auspices of R. G. "Dan" Boone, commodore of the NCPCA, and Cardoza. Successful skippers will divulge their methods for bringing home the trophies at these classes.

Boone, who is a member of the Pt. San Pablo Yacht Club, expects one of the best racing seasons in the entire history of the NCPCA, with more boats entering the events and more enthusiasm.

Other officers of the NCPCA are: Wm. "Bill" Muggenthaler, Golden Gate Yacht Club, vice-commodore; Marshall Isaacs, Sausalito Cruising Club, rear commodore; Paul Tracy, Sausalito Cruising Club, secretary; and Max Koch, Golden Gate Yacht Club, treasurer.

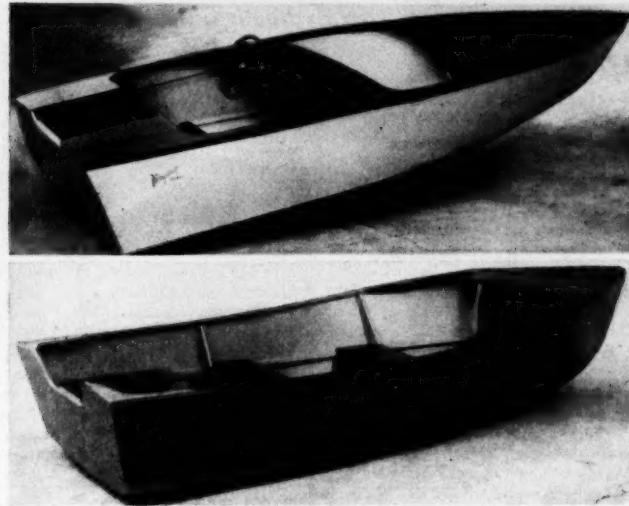
24 Tentative Races For Region 12, APBA

Boat clubs and boat racing organizations in Region 12 have made application to the American Power Boat Association for 24 tentative regatta dates for the coming season. Region 12 includes Southern California and Nevada and the entire state of Arizona.

The highlight of the racing season in this region is the Salton Sea regatta for inboards, outboards and stock outboards, at which 14 new records were established last year. This year's regatta is scheduled for November 8-11.

Indicative of the rapidly rising popularity of stock utility outboard racing is the list of tentative dates for stock boat marathons, four for California.

Bryant's Announces New Wasp, Hornet and Storm King Boats



The 14-foot Bryant's Hornet, runabout which can go 50 miles an hour with a powerful motor, and, below, the plywood Bryant's Storm King for fishing, water skiing or just running around.

Bryant's Marina, 1117 E. Northlake, Seattle, in the waterfront heart of the University district, has introduced several lines of small boats for outboard power.

These boats are not only being displayed and sold at Bryant's head-

quarters, but are available along the Pacific Coast through Bryant's dealer affiliates. More than 50 marine stores are already stocking these plywood craft, designed for outboards.

In one group are the plywood-hulled Bryant's Storm King models,

available in three lengths, 12, 14 and 16 feet. These are popular, proven designs, suitable for lake and sound sport fishing, water skiing and general cruising. They show up well in Dulux Biloxi Blue, with mahogany deck trim and hard-copper bronze bottom paint. Hulls are top grade Douglas Fir marine plywood and sides and bottoms are reinforced with cedar under special construction methods.

Then there is the 14-foot Hornet and 12-foot Wasp, both smart runabouts which can develop up to 50 mph with powerful outboard motors.

Completing the line is an 8-foot pram, and 10 and 12-foot skiffs.

Jerry Bryant, president, and Latham Goble, vice president, who have built Bryant's Marina into one of the top marine businesses of the country, have never lost interest in their first loves — outboard motors, boats and outboard racing. Both had long careers in this field before featuring the larger cruiser models and industrial boatbuilding in their marina business. With this new marketing program for outboard boats they are bringing sound design, good construction and a solid production program to the dealers and consumers.

Catalogues are available by writing to Bryant's Marina, and while orders are using up production, there are dealerships available, according to Mr. Goble, who states that they are ready to increase production to match the demand.

Big 1952 Event-Year For Pacific Northwest

This will be one of the biggest boating-event years the Northwest has ever enjoyed. To touch on a few highlights: At Bellingham, the Olympic Elimination races for Dragons, May 9, 10 and 11. At Seattle, Pacific International Yachting Association Regatta over the July 4th weekend; also on that weekend, the Pacific Coast Yachting Association events, held in conjunction with the P.I.Y.A.; July 11 and 12 will be the biggest International Cruiser Race; On August 3, the World Flattie Championships will get underway at Seattle; and on August 9, the World's greatest speedboat racing on Lake Washington, the Gold Cup Race, will take place.

In between are dozens of important events and the above list touches on only a few.

Rainier Yacht Club

This will be a big year for the Rainier Yacht Club of Seattle. Besides regular activity, it will sponsor the start of the International Cruiser Race for July 12. Officers elected for this year are:

Commodore, Everett Henry; vice-commodore, Harold Wilson; rear commodore, Ed Tuttle; secretary, Roger Holmstrom; treasurer, R. W. Brown; trustees, Fred Barrett, Charles Stover, C. J. Lamb, Roy Palm and V. F. Page.

Committees: Regatta, Alex Thomson; fleet captain, G. L. Bell; entertainment, Joe Little and Art Chitty; yachting facilities, Cal Eddy; reception, Murray Suthergreen; building, Gene Collins; membership, V. F. Page; publicity, Harold Morelan and C. J. Lamb; ground and docks, Joe Carmin; house, Bill Custer; visiting, John Thomson; annual, Monty Brown.

"Adventuress" For Sale

The schooner *Adventuress*, well-known on the Pacific Coast in many ports, has been purchased and brought to Seattle by "Doc" Freeman, the marine dealer, and is now at anchor at the Fremont Boat Market.

Built originally for the Bordens, condensed milk manufacturers, at East Boothbay, Maine, and used for Arctic hunting and exploring expeditions, she has more recently served as a bar pilot vessel at San Francisco. Freeman and a crew of four men sailed the vessel, which is a hundred footer, up the coast from San Francisco and the boat is being offered for sale at Seattle.



Joe Harris, San Francisco's pioneer marine clothing dealer, is now featuring an interesting new item for the ladies. This is a blue wool sailing jacket with slacks and shirt to match.

Another service that Joe Harris is noted for is one-day delivery of both enameled and embroidered yachting cap insignias.



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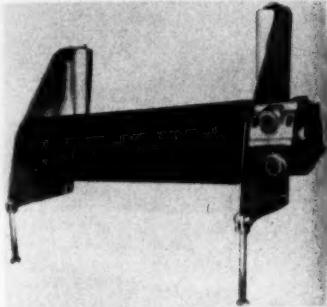
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NUTTALL-STYRIS CO., San Diego, Calif.

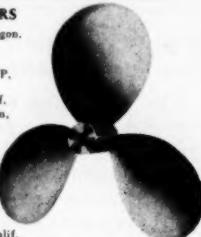
STEPHENS BROS., INC., Stockton, Calif.

SUNDE & EVERSON CO., Seattle, Wash.

WEEKS-HOWE-EMERSON CO., San Fran., Calif.

Representative: H. A. B. SNEVE CO., Seattle 4 and San Francisco 11.

COLUMBIAN BRONZE CORP. Freeport, L. I., N. Y. Free Catalog



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Reinell CABIN RUNABOUT

REINELL BOAT WORKS
 MANUFACTURERS

This 15-foot fishing boat is powered by the 25 hp Universal Atomic Four marine motor exclusively. The speed of the "Kingfisher" is about 15 mph.



Universal Motor Sales

Ralph G. Klieforth, president of the Universal Motor Company, Oshkosh, Wisconsin, has announced that the company's January shipments exceeded those of any previous month in the firm's 54-year history.

"Shipments from the Universal Motor Company factory during the first month of 1952 were the largest of any single month since we began making marine motors and electric plants, including production and shipment records set during the war years of 1941 through 1945," Mr. Klieforth stated.

Bendix Distributor

Chuck Neumiller, Marine Radio Electronics, Fisherman's Wharf, San Francisco, has been appointed a distributor for Bendix Depth Recorders.

Chuck recently installed a Bendix Depth Recorder on the *Nameko*, owned by M. Holeman, Oakland Yacht Club, and on the *Dixie*, owned by George Smith, San Francisco.

Chuck has installed a two-way radio telephone system in his service panel delivery truck, hooked up with the Pacific Telephone & Telegraph Co. mobile radio telephone system. The truck is equipped with complete facilities for making repairs on marine radio telephone systems.

‡ ‡

Ben Forbes, well-known Alaska hunters' guide, was in Seattle late in February, outfitting the Bryant 34-footer he recently purchased through the Washington Boat Center. The boat will be renamed *Hunter* and is powered with a pair of 95 hp Kermath engines. Forbes will use her out of Sitka on hunting and charter trips. He left Seattle for the north on Feb. 26.

‡ ‡

R. E. Olsen Co., prominent Stockton, Calif., marine supply and equipment dealers, is now a dealer for the Hollywood Boat & Motor Co., Tacoma, line of boats.

"Capt. Courageous" Carlsen Used a 20-Pound RCA

A small, twenty-pound ship-to-shore RCA radiotelephone, designed for use aboard small pleasure boats, was the only link between Captain Henrik Kurt Carlsen of Woodbridge, N. J., master of the Isbrandtsen Line's s/s *Flying Enterprise*, and the rest of the world for two weeks.

Captain Carlsen purchased the radio in November before sailing for Rotterdam, Holland. Intending to present it as a gift to his wife's father for his motorboat, he decided to take the radio, a Radiomarine Model ET-8044, to sea with him to test its operation on the high seas.

When the *Flying Enterprise* was hit by a succession of huge waves on December 29, en route to New York, severe damage resulted. As the gales smashed the ship for the next few days, the list became greater until it had reached 60 and sometimes 80 degrees, as the ship rolled in the heavy seas.

By this time, the *Enterprise* was almost lying on its side, with all power gone and the radio room practically underwater. After ordering all hands to abandon ship, and no longer able to use the ship's radio, Captain Carlsen resolutely heeded the unwritten law of the sea and prepared for his lonely vigil which by now has become the most familiar sea story of the year.

Carlsen remembered the radiotelephone he had brought with him and, realizing that it operated off direct current, rigged it up to a 6-volt storage battery and began communicating with the United States MSTS transport *Golden Eagle*, which was standing by the battered ship.

Martin Dealer Appointment

Boicelli & Boss, Fishermen's Wharf, San Francisco have been appointed Martin outboard motor dealers by West Coast Engine & Equipment Co., Berkeley, distributors of the line.

According to Adolph Boicelli, Martin Motors gives the buyer a year's guarantee, with nation-wide service.

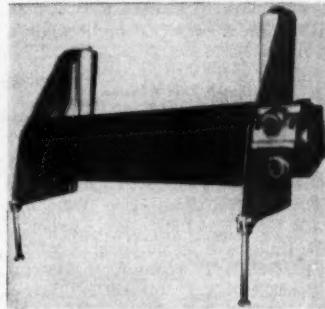
"Gillnetter" Model — New Hydraulic Roller

The "Gillnetter," a new hydraulic gillnet roller has been introduced. This is a new version of the Seattle-made Hydra-Hoist which has various marine applications.

This roller can be seen operating at Hydra-Sales, Inc., 2720 Westlake Avenue North, Seattle, and comes in varying roller lengths for use on all gillnetters with special application for the new-type and converted boats for Bristol Bay power gillnetting.

S. O. ("Ted") Jules, owner of Hydra-Sales, Inc., and also Jules Engine & Equipment Co., points out many proven features that have given this power roller good acceptance.

The "Gillnetter," as the roller has been named, is driven by the Hydra Hoist motor directly coupled to it. The roller is 8 inches in diameter and available in any length up to 40 inches. The main roller is of heavy steel and is rubber coated; the upright conical fairlead rollers are of cast aluminum. The entire roller is available for permanent or portable hinged mountings and for use on both



bow and stern pickers.

New features include free-wheeling of roller in both directions—in or out. It can be controlled to any desired speed in either rotation. All of this is made possible by the special control valve in connection with the roller unit.

A model has been set up at the company's quarters at the Jules Engine & Equipment Company for demonstration. The local plant is at present very busy filling numerous orders scheduled for delivery during the coming season at Bristol Bay and other gillnet fishing areas of Alaska.

A descriptive and illustrative data brochure has been printed and copies are available to those in the fishing and boatbuilding industry by writing or calling Hydra-Sales at the above address.

Mid-Winter Regatta . . .

(Continued from Page 25)

through cooperative efforts with the Los Angeles Junior Chamber of Commerce are encouraging members of both groups to closely examine better methods of promoting the race with the idea in mind of interesting more people in boating activities and in getting more boat owners to turn out for this famous series of races.

The following is a list of Midwinter Regatta winners by class, total entries, boat, skipper and yacht club:

Large Boat Division

OCEAN RACING (13) Debra, Chester Nugent, L.A.Y.C.; TEN METER (3) Hilaria, Ken Schmidt, L. A. Y.C.; ARBITRARY HANDICAP (11) Norena, Sigmund Baardsen, C.B.Y.A.; CALIFORNIA 32 (4) Escapade, Walt Elliott, N.H.Y.C.; PCC (5) Lark, Carl T. Long, L.A.Y.C.; K-38 (4) Tomboy, Paul Kettenburg, S.D.Y.C.; RHODES (11) Hanahuli, George Fleitz, L.A.Y.C.; P.C. (16) Kolea, Ross Sinclair, S.C.C.Y.C.; STAR (14) North Star II, Lowell North, S.D.Y.C.; FEATHER (7) Alado, F. R. Anderson, C.B.Y.C.; LUDERS 16 (6) Witch, Stratford Enright, N.H.Y.C.

Small Boat Division

INTERNATIONAL 110 (14) Useless, Red Thompkin, Lake Merritt Y.C.; INTERNATIONAL 14 (11) Greandream, Peter Serrell, B. Y. C.; SNIPE (16) Saint, Don Reiman, A.B.Y.A.; FLATTIE (15) Citation, M. R. Jenison, Santa Barbara Y.C.; SKIMMER (7) Wood Wind, Harry Wood, A. B. Y. C.; MERCURY (10) Rythm, Robert Gaestel, Lake Merced Y.C.

Dinghy Division

FIREFLY (2) My Boat, Bob Griffes, B. Y. C.; RAINBOW (6) None, Bond Thompson, A. B. Y. C.; PENGUIN (15) Supaja, Sid Exley, A. B. Y. C.; SEASHELL (5) Flicka, A. Blackwell, S.M.Y.C.; WIN'ARD SABOT (5) Polliwog, Myron Schwartz, W.Y.C.; EL TORO (6) El Diablo, Alex Burnette, Lake Merrit Y.C.; SABOT (7) Tomahawk, Jerry Thompson, A. B. Y. C.; SOUTH COAST 10 (5) Honey Barge, Bob Collins, N.H.Y.C.

Cruisers

OVERALL and CLASS A, Cuyama, Ed Simonis, L.B.Y.C. CLASS B Fancy Free, Don Smith, V.Y.C.

Chris-Craft Appointment

R. E. Olsen Co., Stockton, Calif., has been appointed a direct factory dealer for Chris-Craft boats, according to R. E. "Rudy" Olsen, owner of the company.

Rudy has been selling Chris-Crafts in the Stockton area for the past 25 years. He is one of the oldest marine supply and equipment dealers in the Sacramento-San Joaquin Valley area in point of service, having been in the business all his life.

Clark Ballard, Sacramento Yacht & Supply Co., Sacramento, Calif., has also been appointed a direct Chris-Craft dealer.

Both Ballard and Olsen joined forces at the San Francisco Boat Show and presented a special 17-foot Chris-Craft runabout, an 18-foot Riviera, and a 19-foot Holiday.

Otto J. Bauman

The many friends of Otto J. Bauman, 42, were saddened to learn of his death after a long illness. He was one of the founders of Bauman Bros. & Dick Miller Associates, San Francisco and Sausalito boat brokers and marine factors.

Bauman Bros. & Dick Miller Associates was founded in 1946 by Otto's brother Henry, and Dick Miller, who with Mrs. Otto Bauman, now conduct the business. Otto and Henry had been interested in boats and boating, and boat owners, since they were youngsters.

Small Boat Racing Assn. Of Northern California

Officers who will guide the Small Boat Racing Association of Northern California during 1952 are: Dick Queirolo, Belvedere, chairman; Jim Enzspberger, Sausalito, vice-chairman; Herb Townsend, Oakland, secretary; Dorward Henderson, Alameda, treasurer, and Don Urquhart, Mill Valley, recorder.

The association plans to hold two special regattas, one on July 4th at Lake Merritt in Oakland, and the Zephyr One-Design sailing meet from July 22 through July 28 at Clear Lake.

† †

Phil Kast, a member of the Fort Sutter Yacht Club, Sacramento, has taken delivery of a new 34 foot Chris-Craft cruiser from Clark Ballard, Sacramento Yacht & Supply Co. The craft is equipped with a Perko blower, Bosch windshield wipers, Perko automatic bilge pumps, and a number of other extras.

Regions 11 and 12 Racing Calendar

A cooperative move toward a more successful racing season for California, inboards and outboards, occurred Feb. 2 at Fresno, Calif. when 80 delegates from clubs in Regions 11 and 12 of the American Power Boat Assn. met and planned this combined racing calendar:

Feb. 17, Needles, Calif. STOCK OUTBOARDS
April 1, Bakersfield, Calif. STOCK OUTBOARDS
April 13, China Basin, San Francisco Bay. STOCK OUTBOARDS and RACING OUTBOARDS
April 20, Lake Malibu, Agoura, Calif. STOCK & RACING OUTBOARDS
Lake Merced, RACING OUTBOARD & B STOCK RUNABOUTS
April 27, Lake Millerton, Friant Dam, RACING OUTBOARDS & INBOARDS
May 4, Santa Barbara Marathon. STOCK OUTBOARDS
Parker, Arizona, INBOARDS
May 11, Bakersfield, STOCK OUTBOARDS & RACING OUTBOARDS
May 18, Turlock Reservoir, INBOARDS
May 30-31, Lucerne, Clear Lake, STOCK OUTBOARDS
Long Beach Marine Stadium, INBOARDS
June 3, Stockton, RACING OUTBOARDS & B STOCK RUNABOUTS
June 8, Redding, STOCK OUTBOARDS
Sacramento River, INBOARDS
June 15, Friant Dam, Fresno, Marathon, STOCK OUTBOARDS
San Diego, INBOARDS
June 22, Marine Stadium, RACING OUTBOARDS
Richmond, STOCK OUTBOARDS
Lake Yosemite, INBOARDS
June 29, Sacramento River, RACING OUTBOARDS & B STOCK RUNABOUTS
July 4, Modesto (Turlock Reservoir) STOCK OUTBOARDS
Redding, non-sanctioned, STOCK OUTBOARDS
Marine Stadium, INBOARDS
Lake Merritt, INBOARDS
July 5, Sacramento, INBOARDS
Lake Berryessa, INBOARDS
July 6, Santa Barbara, STOCK OUTBOARDS & RACING OUTBOARDS
Donner Lake, RACING OUTBOARDS & B STOCK RUNABOUTS
July 13, Lake Tahoe, INBOARDS
July 20, Sacramento River, STOCK OUTBOARDS, Marathon & Inboards
July 27, Marine Stadium, Hearst Regatta, OUTBOARDS
Aug. 10, San Diego, Regional Championship, RACING OUTBOARDS
Aug. 17, Marine Stadium, Reg. Championship, STOCK OUTBOARDS
Redding, Reg. Championship, 11, STOCK OUTBOARDS
San Diego, INBOARDS
Aug. 24, Alpine Channel, INBOARDS
Aug. 31, San Diego, STOCK OUTBOARDS
Sacramento State Fair, RACING OUTBOARDS & B STOCK RUNABOUTS
Sept. 1, Marine Stadium, INBOARDS
Sept. 7, Sacramento Fair Grounds, INBOARDS
Sept. 14, Bakersfield, STOCK & RACING OUTBOARDS
Sept. 21, San Diego, INBOARDS
Oct. 5, Needles Colorado River Marathon, STOCK OUTBOARDS
Alpine Channel, INBOARDS
Oct. 12, San Francisco Bay, STOCK MARATHON, Marine Stadium, INBOARDS
Oct. 19, Parker, Ariz., STOCK & RACING OUTBOARDS
Oct. 26, Blythe, STOCK OUTBOARDS
Nov. 2, Lake Merced, OUTBOARDS & B STOCK RUNABOUTS
Nov. 9-11, Salton Sea, INBOARDS, STOCK OUTBOARDS & RACING OUTBOARDS

Sacramento Officers

New officers for the Sacramento, California, Yacht Club were installed recently. They are: Commodore, Frank Metzker; vice-commodore, J. H. "Pat" Patton; rear-commodore, Tommy Thomas; port captain, Lester J. Hildreth; secretary, Claude L. Purvis; treasurer, Harry Martin; fleet surgeon, Kenneth L. Carter, M.D.; measurer, Ed Barton; and directors, John L. Christopher and Ken Hansen.

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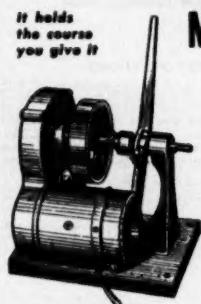
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Bell, 8", brass	12.50
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Diesel Distributors Elect "Gerry" Porter

G. G. "Gerry" Porter, Vancouver Iron Works, has been elected president of the Diesel Engine Distributors Association, Vancouver, B.C., succeeding Ralph Homewood, of Homewood Marine. John Brynelson, Simson-Maxwell Ltd., is vice-president. Directors are J. C. Alger, National Supply Co.; Peter Hoffar, Hoffar's Ltd.; William Pike, Gillen & Pike, and Ralph Homewood.

Lawrence Aus Heads Tacoma Propeller Club

The Propeller Club, Port of Tacoma, has announced the election of Lawrence Aus, West Fork Timber Company, as president for 1952. Other officers elected are Charles M. Bevis, Tacoma Boat Building Company, vice-president; Charles C. Cramp, Shaffer Terminals, Inc., secretary; C. E. How, retired, treasurer.

John Olson, Olson Tug Boat Company; and T. W. Kennard, B. A. McKenzie and Company, were elected to the board of governors.

Tug "Kanak" To Rescue

The tug *Kanak*, captained by "Tex" Reeves, went to the aid of the *Blue Island Victory* in late February. The Long Beach tug, owned by Pacific Towboat & Salvage Co., brought the big American freighter water and fuel for her generator and after this emergency supply was utilized the ship proceeded from anchor off Cedros Island, Baja California, to Los Angeles under her own power. While bucking headwinds en route from Mobile, Alabama, her fuel supply became dangerously low.



The occasion of this gathering at Seattle was the Pacific Coast-wide visitation of E. E. Tritschuh (second from left) manager of Chrysler's marine engine division. Accompanying him was A. G. Cummings, Northwest marine and industrial representative for Chrysler. They met with the men of the Seattle branch of the National Supply Co., Chrysler marine dealers. Left to right in the picture: Bill Russell, Seattle sales; Mr. Tritschuh, Mr. Cummings, Fred Hudson, manager of National's Seattle branch; and Luke Zankich, head of Chrysler marine sales for this branch.



Brydges Wins Honors

Walter W. Brydges, Sales Engineer of the Evans Engine and Equipment Company, 1230 Westlake Avenue, N., Seattle, has been named by Detroit Diesel Engine Division of General Motors as the 1951 leader in GM Diesel sales in the Division's North Pacific sales zone.

The zone in which Brydges competed for leadership with sales engineers of other GM Diesel distributors and dealers includes part of the State of Montana, Idaho, Oregon and Washington.

Brydges with zone winners throughout the country will be honored March 13 at a banquet in Detroit. He will be presented with a ring and a scroll of merit by W. T. Crowe, Detroit Diesel's General Manager.

Puritan Cordage Mills Cuts Bronze Use

Bronze wire center tiller rope will be absent from Puritan Cordage Mills list of many items until further notice, according to a statement made by W. C. Ballard, vice president, Puritan Cordage Mills.

"We're taking the situation as cheerfully as possible," said Ballard. "We know how badly copper is needed by our Armed Forces."

In the meantime Puritan cordage experts are working to develop suitable substitutes for use during the emergency. "About all we can offer our customers at the moment," said Ballard, "is information about suitable substitutes soon to be available."

Puritan Cordage Mills, Inc., is located at 1205 East Washington street, Louisville 6, Kentucky.

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MERCURY OUTBOARD MOTORS — PARAGON REVERSE GEARS
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New officers of the Flotillas 81 and 82 of the U. S. Coast Guard Auxiliary, Ventura County unit, are Dick Lunsford, commander; Ray Johnson, vice commander and George Weimer, training officer. The Flotilla will continue its program of training meetings with special emphasis on safety at sea.

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